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INDIA, AUSTRALIA, &c. and for  
PRIVATE RESIDENTS AT THE  
OUTPOSTS  
A Comprehensive and Complete  
Record of the  
NEWS OF THE FAR EAST  
is given in the  
**HONGKONG WEEKLY**  
**PRESS,**  
with which is incorporated the  
CHINA OVERLAND TRADE BUREAU,  
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# Hongkong Daily Press.

ESTABLISHED 1857

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FOR 1908.  
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An Invaluable Remedy  
Immediately Relieves the Irritation.  
**A. S. WATSON & CO.,**  
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Hongkong, 29th April, 1908. a1938

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**POCKET PISTOLS.**  
CALIBRE 7.65 m.m.  
With CHAMBER for 8 CARTRIDGES  
FIRING 8 SHOTS in 2 SECONDS.  
**SIEMSEN & CO.**  
Hongkong, 6th March, 1907. a2

**AUTOMATIC MAUSER**  
**PISTOLS.**  
CALIBRE 7.63 m.m.  
With CHAMBER for 10 CARTRIDGES  
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**CARLOWITZ & CO. Agents.**  
Hongkong, 13th March, 1907. a35

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BY Popular English Manufacturers. In  
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**SMOKERS' POWDER and CHILLED**  
**SHOTS.** 1 lb. \$2.50, 5 lb. \$12.50, 10 lb. \$25.00  
\$7.50 per 100 SPORTING REQUISITES  
and AIR GUNS in Variety.  
Inspection Invited.  
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Hongkong, 28th October, 1906. 729

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19, QUEEN'S ROAD CENTRAL  
(Next to Messrs. KUHN & KONIG).

**FURNITURE AND PHOTO GOODS**  
**STORE.**  
Photographic Goods of every Description  
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**A. TACK & CO.,**  
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JUST LANDED A LARGE STOCK OF  
WRITTEN and WAINWRIGHT  
PLATES.

**EASTMAN'S KODAKS and FILMS.**  
DEVELOPING and PRINTING  
UNDERTAKEN.  
Hongkong, 4th March, 1907. 81

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LIMITED.

**TIME TABLE.**  
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7.00 a.m. to 9.30 a.m. ... Every 10 minutes.  
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12.45 p.m. to 1.15 p.m. ... Every 15 minutes.  
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.  
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.  
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.  
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.  
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.  
NIGHT CARS.  
2.45 p.m. & 9.00 p.m. ... Every 15 minutes.  
every hour.  
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8.00 a.m. to 9.00 a.m. ... Every 15 minutes.  
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.  
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.  
10.30 a.m. to 11.00 a.m. ... Every 15 minutes.  
11.00 a.m. to 12.00 Noon ... Every 15 minutes.  
12.00 Noon to 1.00 p.m. ... Every 15 minutes.  
1.00 p.m. to 3.00 p.m. ... Every 15 minutes.  
3.00 p.m. to 6.00 p.m. ... Every 15 minutes.  
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.  
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NIGHT CARS: at 8.45 p.m. & 9.00 p.m., 9.45 to  
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SPECIAL CARS by arrangement at the Com-  
pany's Office, Alexandra Buildings, Des Vaux  
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**JOHN D. HUMPHREY & SON.**  
General Managers  
Hongkong, 9th May, 1907. 47

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1. 2. 4. 6. 8 AND 10 QUARTS.

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**ICE BUCKETS, ICE TONGS, ICE PICKS.**  
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Hongkong, 14th May, 1908. a32

**PHOTO SUPPLIES.**  
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JUST RECEIVED:-  
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1/4 PLATE and POSTCARD SIZE FOLDING POCKET  
CAMERAS fitted with TESSER-ZEISS LENSE  
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**JAPAN COALS.**  
Y. KUBO, MANAGER, HONGKONG,  
No. 5, Queen's Road Central. a1884  
Hongkong, 27th November, 1907.

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A PURE, TREBLE DISTILLED  
TABLE WATER.  
IN QUARTS, PINTS, AND SPLITS.  
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THE MOST POPULAR WINE.  
Can be had in the following qualities:-  
**EXTRA DRY** (Gout American).  
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SALES IN THE UNITED STATES EXCEED THE TOTAL OF ALL OTHER  
BRANDS.  
SERVED IN ALL CLUBS AND FIRST-CLASS HOTELS, AND OBTAINABLE  
AT ALL WINE MERCHANTS IN THE COLONY, AND FROM  
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BILLIARD TABLE MAKERS,  
BOMBAY.

**UNDERTAKE** to Supply a First-class Full Sized BILLIARD TABLE, design  
No. 1, to following Specification, viz.: On Eight Massive Turned Legs, raised panels to  
Carved Bracket, Knives, Screwed Mouldings, double-bolted, best Welsh Slate Bed, extra heavy  
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toes, with lever for levelling; complete with the following accessories:-  
12 Selected Ash Cues.  
1 Butt Rest with Patent Brass Head.  
1 Billiard Rest with Patent Brass Head.  
1 Long Butt.  
1 Mid Butt.  
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1 Best Spirit Level.  
1 Smoothing Iron with Shoes.  
1 Wall Cue Rack.  
1 Wall Butt Rack.  
1 Set Billiard Rules, Framed.  
1 Best Billiard Brush.  
1 Set "Crystalline" or "Bonzoline" Bill. Balls.  
1 Box Best Cue Tips, assorted.  
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1 Bottle Cue Cement.  
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2 Dozen Best White Chalk.  
Packed and delivered free on Board Hongkong, or Shanghai Harbour for the sum of  
Rs. 1,400 nett.  
Illustrated price lists giving prices and particulars of everything pertaining to billiard  
can be had on application from the Offices of this paper.  
Hongkong, 1st April, 1904. [697-1]

**THEATRE ROYAL, CITY HALL.**  
**FOR A SHORT SEASON ONLY.** Commencing THURSDAY, June 4th,  
At the Pinnacle of his Profession  
**CARTER**  
THE MODERN MIRACLE-WORKER AND PRINCE OF PRESTIDIGITATORS.  
He exemplifies the marvellous advance that has been made in Magic in recent years.  
IT IS AN EDUCATION TO SEE HIM: IT IS A MISFORTUNE TO MISS HIM.  
He is the First Magician who answers the name:  
**ILLUSIONS ON A SCALE NEVER BEFORE ATTEMPTED.**  
**MIRTHFUL and MYSTERIOUS.**  
THE SEVEN - The Mysterious Chinese Wizards.  
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OR - Corinne's Impersonations.  
THE ASTRAL HAND - The Mystery of L'Hassas.  
PSYCHIC ABIGAIL PRICE - THE EIGHTH WONDER.  
Supported by his Eminent Star Company and 20 Tons of Mystical ILLUSIONS.  
Box Plan now open for reserved Seats at MOUTRIE & CO., LTD.  
Prices: 3 Dollars, 2 Dollars and One Dollar. H. P. LYONS, Touring Manager. 800

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THE STANDARD LIFE OFFICE.  
(ESTABLISHED 1825.)  
THE Accumulated Funds of the Company  
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and the annual revenue is at the rate of  
\$3,800,000  
PER DAY.  
DODWELL & CO., LD.  
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First-Class and Up-to-Date.  
Dining accommodation for 300 Persons  
Well Furnished Reception Rooms  
Private Bar and Billiard Room for Hotel  
Residents  
Electric Lifts to each Floor.  
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Every Comfort  
Ladies' Afternoon Tea Rooms  
Ladies' Cloak Rooms  
Matron in attendance  
Chargers Moderate, and No Extras.  
A. F. DAVIES, Manager.  
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A HIGH CLASS PRIVATE HOTEL.  
Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted Electric Fans (if  
required).  
Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.  
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MANAGER.  
Hongkong, 24th July, 1905. a757

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PRIVATE HOTEL.  
APPROACH FROM KENNEDY ROAD AND  
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**ELECTRIC LIGHT, Hot and Cold Water**  
throughout, Billiards, Tennis, Croquet,  
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41 Proprietress, Mrs. G. SACHSE.

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STANDING in its own grounds with Tennis  
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Well Furnished Bedrooms; every home comfort.  
Fine View of the Harbour; Terms moderate.  
Telephone, No. 690.  
Apply to Mrs. F. W. WATTS.  
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Hongkong, 4th December, 1907. a4

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DIVISION STREET, KOBE.  
FIRST-CLASS CUISINE.  
COMFORTABLE & AIRY BEDROOMS  
Situated in close proximity to the Harbour  
and Railway Station.  
BEST WINES AND LIQUORS SUPPLIED.  
Special arrangements for a long stay.  
F. DOMBALLE  
M. MAILLE Proprietaires.  
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**MACAO HOTEL.**  
SPECIAL REDUCED SUMMER RATES  
PER DAY \$4 to \$7 according to Room selected  
" WEEK \$25 to \$40 do. do. do.  
" MONTH \$90 to \$140 do. do. do.  
WEEK-ENDS-Saturday afternoon to Monday  
morning-\$7 to \$10.  
Two persons occupying one room, will be  
charged a rate and a half only.  
Children under 12-half rates.

**SPECIAL TERMS FOR FAMILIES.**  
Excellent Cooking by AN CHEONG, for over  
seventeen years Chief Cook with the  
late Mr. J. W. OSBORNE.  
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Proprietor.

**"BOA VISTA"**  
(HOTEL-SANITARIUM OF SOUTH  
CHINA).  
MACAO.  
THE Hotel is under European manage-  
ment and most strict supervision, as to  
food, cleanliness and hygiene of the place.  
All comforts of a home.  
A most pleasant retreat for those desirous of  
a few days' rest and quiet.  
Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
coast of Macao.  
Macao is 40 miles south-west of Hongkong.  
Two steamers (Sui An and Sui Tai) daily to  
and from Hongkong, and two steamers to and  
from Canton, give easy communication with both  
these centres.  
Cable Address-"BOAVISTA."  
For Terms, apply to  
a216 THE MANAGER.



## INTIMATION

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By Appointment to His Excellency  
THE GOVERNOR & HOUSEHOLD.

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**YE OLDE ENGLISH  
LAVENDER  
WATER**

In Elegant Bottles. A delightful adjunct  
to the Toilet.

WATSON'S

**GENUINE  
EAU DE COLOGNE**

Cooling and Refreshing.

WATSON'S

**TOILET SOAPS**

Of the finest quality, guaranteed.

OTTO OF ROSE

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SKIN SOAP FOR THE COMPLEXION

PRICKLY HEAT SOAP

(Arsole, Camphor and Carbolic).

WATSON'S

**AMMONIA**

For the Toilet and Bath. Refreshing  
and Invigorating.

**A. S. WATSON & CO.,**  
LIMITED.

THE HONGKONG DISPENSARY,

ALEXANDRA BUILDINGS.

Hongkong, 27th May, 1908.

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ONLY communications relating to the news column  
should be addressed to THE EDITOR.  
Correspondents must forward their names and ad-  
dresses with communications, addressed to the  
Editor, not for publication but as evidence of good  
faith.

All letters for publication should be written on  
one side of the paper only.

No anonymous or signed communications that have  
already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VŒUX ROAD C.  
LONDON OFFICE: 151, FLEET STREET, E.C.

**The Daily Press.**

HONGKONG, MAY 30th, 1908

It is a pity that all the stirrers up of  
strife in San Francisco, the rabid scribblers  
whom it is our shame to have to recognise  
as brother journalists, could not have been  
collected on board the "Tenyo Maru"  
yesterday to listen to the sane and sensible  
comments of the American Consul here.  
Their opportunity will doubtless come when  
the wonderful new steamer gains the other  
side of the Pacific, and we hope that it will  
make some difference to their attitude  
towards a phenomenon that foreigners are  
partly responsible for evoking. To walk  
over the "Tenyo Maru" yesterday was to  
marvel at the changes possible in so short  
a time as three or four decades. When each  
individual of the company assembled at  
tiffin was a young infant or a whining  
schoolboy, the Japanese dreamed of no ship  
larger than an ordinary sized junk. How  
a nation may wax as fast as an individual  
was illustrated by this wonderful steamer,  
the first turbine-propelled craft in local  
waters, with decks so numerous that the  
alphabet has had to be employed to identify  
one from another. The mere figures,  
enormous as they are, of displacement and  
tonnage, convey no adequate idea of this  
triumph of Japanese ambition, enterprise,  
and ship-building. The drawing-room by  
itself was impressive, and exemplified the  
distinctive artistic taste of our allies in a

striking way. Panels of perfection, hang-  
ings of great price, furniture that would be  
congruous in a royal palace ashore, and the  
whole edifice and compilation—mirabile  
dictu—a mass of floatsam to be  
exposed to the mercy of the winds and  
waves. Our grandfathers who  
went to sea in quite other fashion would  
have stared aghast to see such magnificence;  
to them any forecast indicating a bare half  
of the luxury and comfort aboard the Toyo  
Kisen Kaisha's new leviathan would have  
been ridiculed as Utopian and impossible.  
As the public of Hongkong is invited to  
inspect the steamer to-day, we gladly accept  
that excuse for not attempting to describe  
the wonders they will see for themselves.  
It is like Barnum's Greatest Show on  
Earth, or a modern International Exhibi-  
tion, too big to take in at one visit. We  
prefer to dwell on the excellent tone im-  
parted to the proceedings yesterday by the  
intellectual and thoroughly Christian Consul  
who represents the United States in this  
Colony. The mere fact that an official  
representative of America should have  
been blessed the ceremony with amicable wishes  
and human sympathy on such a concrete  
instance of Japanese competition is a great  
thing, worthy of special note, and we com-  
mend his utterances to the consideration of  
all who have been allowing the baser  
emotions of trade rivalry to sway their  
judgment. As hosts our Japanese friends  
are unsurpassable; as business competitors  
they are far from being so intolerable as  
some people would have us believe. The  
"Tenyo Maru" is a concrete illustration  
of the fact that they are our equals in more  
respects than we have been supposing. It  
is a triumph of shipbuilding, a banner of  
enterprise, and we can do no less than pay  
the usual courtesies of the knightly arena,  
and wish them the success they deserve.

The French Mail of 28th April was delivered  
in London on the 28th instant.

The Kuala Lumpur rifle match takes place  
this afternoon at King's Park Range.

The Volunteer Rifle Club has been closed, and  
in future there will be a monthly spoon  
competition for the whole corps.

During the 24 hours ended noon yesterday  
26 cases of plague were reported, 17 of which  
proved fatal. All the victims were Chinese.

The Colonial Secretary informs us that infor-  
mation has been received from the Madras  
Government that regulations under the Venice (?)  
Sanitary Convention will be imposed at the  
uninfected ports of the Madras Presidency on  
arrivals from the port of Hongkong.

Gunners W. H. Balfour and R. Coughtrie  
are permitted to resign from the Volunteer  
Corps, as also Trooper T. C. Vernon. Gunner  
Boulton and Trooper G. Marshall are granted  
leave of absence out of the colony, the former  
for six months and the latter for twelve months.

At the Supreme Court yesterday morning  
Mr. Grist created some amusement when,  
taking objection to Mr. Dixon's application  
that a case in which he was interested might  
be heard prior to the case mentioned, he said  
"I submit he is not entitled to have this case  
heard first, my Lord. He is no doubt fishing  
for evidence."

By kind permission of Major R. L. H. Bur-  
ton and Officers Commanding, the Band of the  
Third Battalion, "The Duke of Cambridge's  
Ova" (Middlesex Regiment) will play the  
following programme of music during dinner at  
the Hongkong Hotel, this (Saturday) evening:—  
March "Kiki Carabiniere," Bonnet  
Valse "Mon Rêve," Walteufel  
Selection "The Mikado," Sullivan  
Song "I Trust you Still," Barnard  
Overture "Iphigénie en Aulide," Glinka  
Intermezzo "Phryne," Gounod  
Selection "The Spring Chicken," Gounod  
Two Step "A Georgia Camp Meeting," Mill  
Regimental marches.  
God bless the Prince of Wales.  
God save the King.

Empire Day was celebrated at Shanghai by  
an evening fête on the 25th instant. The N.C.  
Daily News publishes a two-column account of  
the proceedings with the following observation:—  
The weather was ominously threatening all  
yesterday, and just as the hour for the opening  
of the first Empire Day fête arrived rain  
began to fall. There were intermittent showers  
throughout the evening, but the downtown was  
never sufficiently serious to interfere with the  
enjoyment of the company in the Consulate  
grounds, and the fête proved an unqualified  
success. From 9 p.m. when a march by the  
band announced the opening of the fête, until  
well after midnight the jaws of the British  
Consulate-General presented a brilliant and  
animated scene. Never have the grounds of  
the Consulate looked more picturesque, never  
have they been the scene of more spontaneous  
revelry and enjoyment than upon this occasion.  
It is safe to say that very few of the seven-  
hundred hosts and guests to whom tickets had  
been issued were absent. The decorations,  
were carried out on a scale that has never been  
surpassed in Shanghai. The programme in-  
cluded Maypole dancing, entertainments by the  
Ballet, exhibitions of catfish drill and bayonet  
exercises by men of H.M.S.S. "Cadmus" and  
"Kinsala," an illuminated bicycle ride, and  
cinematograph fireworks and a tableau re-  
presenting "Britain and her Colonies."

Despite the opposition of the Public Pro-  
secutor, Harry K. Thaw's counsel is pressing the  
case for the release of the young millionaire from  
the State asylum. There will be no lack of  
experts to testify that Thaw has become  
perfectly sane in Matkewson. Mr. White's  
sister now has a pleasant private room, and can  
receive visitors. He devotes much of his leisure  
to making cardboard houses and castles. Mrs.  
Thaw, since she commenced her suit for the  
annulment of the marriage, on the ground that  
her husband was not sane at the time of the  
ceremony, has largely disappeared from the  
public view. One report declares that she is  
living the simple life in the country with  
relatives, and another that she sailed for Eng-  
land over a month ago, and is now in London.

A powerful motor propelled turntable fire  
ladder has just been supplied to the Shanghai  
Fire Brigade by Messrs Merryweather and Sons,  
of London, and enjoys the distinction of being  
the first British built machine of its kind. It is  
absolutely unique in that the propelling motor  
is also employed for raising the ladders from the  
horizontal to the vertical position and then  
extending them, the total height of 8 feet being  
attained in less than one minute. After  
extension, by means of the turntable the ladders  
can be slewed round on the carriage until the  
desired position is secured. The machine is  
driven by a 40 h.p. petrol motor, and can  
attain a speed of 30 miles an hour on this level,  
whilst gradients as steep as 1 in 6 can be readily  
negotiated. With its advantages for prompt  
turnout and rapid travelling, the tremendous  
range which the ladders can command and the  
ease with which it can be manipulated in confined  
spaces, this escape device undoubtedly proves a  
most serviceable addition to the Shanghai fire  
equipment, which already includes a motor  
steam fire engine and a combined motor  
chemical fire engine and escape, supplied by the  
same makers.

## CHINESE ON BRITISH SHIPS.

UNFAIR INSTRUCTIONS.

The following correspondence has been sent  
to us for publication:—

Colonial Secretary's Office,  
Hongkong, 21st May, 1908.

SIR,—I am directed to inform you that the  
Imperial Merchant Shipping Act 1906 contains  
a provision that seamen may not be engaged on  
board British ships unless they possess a  
sufficient knowledge of English to understand  
the necessary orders that may be given to  
them in the performance of their duties. The  
provision does not, however, apply to British  
subjects.

In a draft bill to amend the local Merchant  
Shipping Ordinance this provision has been  
omitted because in the view of this Government  
its inclusion would seriously affect the Coasting  
and River trade of this port, where 98 per cent  
of the seamen shipped are Chinese.

The Bill referred to has been sent to England  
for the consideration of the Board of Trade, and  
an enquiry has now been received as to whether  
local regulations can be imposed to ensure that  
Chinese seamen belonging to Hongkong would be  
able to produce certificates or other official  
documents showing their birth-places, and sub-  
mitting them to the exemption according to British  
subjects.

To this question, to which a reply has been  
asked by telegram, H. Excellency has stated  
that, in his opinion, such a regulation is not  
feasible here, and I am to enquire whether your  
Committee concurs in that view.

I am, Sir,  
Your obedient servant,  
(Sgd.) F. H. MAY,  
Colonial Secretary.

The Secretary,  
The General Chamber of Commerce.

Chamber of Commerce,  
Hongkong, 28th May, 1908.

SIR,—I am directed to acknowledge your  
letter of 21st instant (No. 3173/1908) in which  
you refer to a provision in the Imperial  
Merchant Shipping Act of 1906 against the  
employment of seamen on British Ships unless  
they possess a sufficient knowledge of English  
to understand necessary orders, and further, in  
which you point out the non-application of this  
proposed regulation to British subjects.

In the opinion of my Committee the inclusion  
of such a clause in the local Merchant Shipping  
Ordinance, and its enforcement, would practi-  
cally compel the fleet of British Coasting  
Vessels engaged in the China trade to go out of  
Commission, for seamen and firemen with the  
qualification necessary to obtain exemption of  
test cannot be given for the very good  
reason that probably ninety out of every hundred  
men so employed are the subjects of the Emperor  
of China.

I am directed to inform you that "No. 1"  
Chinese who know sufficient English are in  
charge of the natives working in every depart-  
ment on steamers carrying Chinese crews, and  
these men are the medium for conveying orders  
by the British Officers to the Sailors, Firemen  
&c.

My Committee cannot too strongly support  
the opinion and endorse the action taken in the  
matter by His Excellency as stated in the last  
paragraph of your letter.

I am to ask you to convey to His Excellency  
the Governor, the thanks of my Committee for  
affording them an opportunity of expressing  
their views on this very important subject.

I have the honour to be,  
Sir,  
Your obedient servant,

(Sgd.) E. A. M. WILLIAMS,  
Secretary.

Hon. F. H. MAY, C.M.G.,  
Colonial Secretary.

HOW TO BE BEAUTIFUL.—Keep your com-  
plexion, Mrs. Elleg's Odeon Charmante, Lait  
Charmant and Special Skin Tonic and Poudre  
Charmant will enable you to do it. Her  
Specialities for the Skin are the study of a  
lifetime. A. S. Watson & Co., Ltd., Sole Agents  
11, Colton.

## TELEGRAMS.

[REUTERS' SERVICE.]

## INDIANS IN THE TRANSVAAL.

LONDON, May 27th.

The Indian agitation in the Transvaal has  
been revived in Johannesburg. The Gardi  
has written to the Government declaring  
that the non-repeal of the Registration Act  
is, contrary to the agreement of 30th  
January and asks for the return of his  
voluntary application for registration. The  
Government denies that it undertook to  
repeal the Act.

[N.C. Daily News Service.]

## JAPANESE COTTON.

A NEW BONUS SYSTEM.

Tokyo, May 24th.

The Japanese Spinning Union has resolved to  
distribute a bounty of seventy-five sen per bale  
on cotton yarn exported to non-Chinese coun-  
tries, including Hongkong.

## MANCHURIAN RAILWAYS.

Tokyo, May 24th.

The newspapers of Tokyo place no belief in  
the rumoured proposal by Japan of the Harbin  
to Kwangchow railway.

## WHERE IGNORANCE IS BLISS.

At the Police Court yesterday a boy in the  
employ of H. Raitonjee and Son was charged  
with the theft of a quantity of provisions from  
the shop in D'Aguilar Street and a com-  
pradore who owned a shop at 5 Chinese Street  
was also charged with receiving the same  
knowing them to have been stolen.

It appears that on Saturday last Mr.  
Raitonjee, senior, discovered in the commode  
in the bathroom a quantity of butter. Father  
and son made arrangements to watch the  
culprit. Detective Inspector Hanson was called  
in and on the following day two pounds of  
butter were marked with a small R. After-  
wards one pound of butter and two bottles of  
sauces were found in the commode case. Again  
butter, sauces and mushrooms were marked in the  
same manner and again they were discovered  
in the same way. On the 25th May Det. Soret,  
O'Sullivan proceeded to the compradore's shop.  
There he saw the suspected thief and the com-  
pradore behind the counter. He searched the  
premises and found 1 1/2 lbs. of butter marked  
with the letter R, two bottles of sauce, and a  
tin of mushrooms.

The boy pleaded guilty, but the compradore  
pleaded not guilty, and the case was remanded.

## GERMAN-IMPERIAL FINANCES.

AMORTIZATION PROPOSALS.

Berlin, April 30th.

The Budget Committee of the Reichstag  
to-day adopted a motion in favour of the gradual  
amortization of the Imperial debt at the rate of  
1 per cent in the case of the existing debt of  
£200,000,000, and at the rate of 3 1/3 per cent  
in the case of loans to meet expenditures upon re-  
munerative enterprises; and at the rate of 3 1/3  
per cent in the case of other non-recurring  
expenditures, if the magnitude of such expendi-  
ture should be calculated to disturb the balance  
of the estimates. Amortization on this scale  
would extinguish the existing Imperial debt in  
100 years, while loans to meet remunerative and  
unremunerative expenditure would, in future,  
respectively be extinguished in 58 and 30 years.  
During each of the years 1897, 1898, and 1899 2  
per cent of the Imperial debt was extinguished,  
and the existing rate of amortization theoretic-  
ally stands at 3 1/3 per cent. Of the actual  
Imperial debt of £200,000,000 only £17,500,000  
are classed as "remunerative" expenditures.

The proposal, which was introduced by the  
National Liberals, and the Centre party,  
received the more or less unreserved support of  
the representatives of all parties; but various  
members of the committee objected that,  
although the principle of the motion was  
unquestionably sound, its practical effect would  
be to increase the amount of unrecouped ex-  
penditure unless simultaneous efforts were made  
to provide a corresponding increase of revenue.

The Secretary of State for the Imperial  
Treasury, Herr Sydow, informed the committee  
that he had conferred with the Finance Ministers  
of the various Federated States with regard to  
the financial situation, and, like himself, they had  
been seriously alarmed by the discovery that  
quite apart from unforeseen contingencies the  
loan requirements of the Empire for the next five  
years would automatically amount to £50,000,000.

This estimate was based on the existing  
programme of expenditure. He agreed that it  
was highly desirable to extricate the Empire from  
its present position, but he doubted whether  
amortization at the proposed rate would be very  
helpful, and in any case the proposal would entail  
a considerable increase of taxation. Herr Sydow  
admitted that a reduction of expenditure was the  
only possible solution of the problem, but he  
advised that his reduction to be effected? His  
advised that his reduction to be effected? His  
advised that his reduction to be effected? His

## WEATHER REPORT.

The Hongkong Observatory yesterday issued  
the following report:—

On the 24th at 11.55 a.m.—The barometer  
has risen slightly over the S. coast of China and  
S. Luzon. It is inclined to rise in Formosa,  
but has fallen quickly at Meiko Sima Island.

The typhoon is moving north-eastwards to the  
East of the Bashi Channel.

Pressure is still high, but giving way over  
N.E. Japan.

N.E. winds, decreasing in force, may be  
expected to blow over the Channel, and moderate  
W. to S.W. winds over the N. part of the  
China Sea.

Hongkong rainfall for the 24 hours ending  
at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon  
to-day is as follows:—

Hongkong & Neighbourhood: W. to S.W.  
winds, light or moderate; fine.

Formosa Channel: S.E. winds, moderating.

South coast of China: Same as No. 1.

Hongkong and Lamook: Same as No. 1.

South coast of China between Hongkong and Hainan: Same as No. 1.

## JAPANESE TURBINE STEAMER.

AMERICAN GOOD WISHES.

The keynote yesterday of the tiffin on board  
the "Tenyo Maru," the Toyo Kisen Kaisha's  
new mammoth turbine steamer for the San  
Francisco run, was sounded by the American  
Consul-General, Dr. Wilder, who spoke  
sympathetically of Japanese ambitions, and said  
there was ample room for all in the Orient.

About seventy representatives of shipping  
firms, officials, and the Press, looked over the  
vessel between noon and one p.m. With a gross  
tonnage of 14,000; a displacement of 23,000  
tons, and turbine engines (Parsons) develop-  
ing a speed of 21 knots, the "Tenyo Maru"  
is too big to take in during a brief  
survey. All we can say is that Japanese taste  
is everywhere obvious, and the internal fittings  
and adornment of this new liner are beyond  
praise. It is furnished in a manner that  
would be admirable in a palace ashore.

After an excellent tiffin, Mr. SILVERSTONE  
called on the American Consul to speak.

Dr. WILDER worked in a lot of humorous chaff  
before coming to the set oration that was  
expected of him, and got his hearers into a  
thoroughly good listening humour. He  
then said: Representing a number of Nations,  
and to an extent, competitors, we join  
in congratulating our Japanese friends on  
this handsome ship,—this Twentieth Century,  
this supreme expression of nautical skill, speed  
and convenience. There was a day, and some  
of us remember it, when men in the same line  
of business regarded each other as natural  
enemies. Even their women folks looked cold-  
ly at each other and for their children to walk  
home from school together or to investigate the  
moonlight under romantic circumstances spell-  
ed disloyalty to the clan and disrespect to the  
fathers. A little later the dictum "Live and Let  
Live" was given some recognition and the  
grocery man sometimes growled out "Good  
Morning" to his rival, and the tailor was will-  
ing to concede that his competitor down the  
street might possibly get to heaven; however  
little he might deserve it. But these days of  
misunderstanding and unlovely divisions have  
passed; and now in civilized lands men in the  
same occupations have come to see that not only  
is it good for brothers to dwell together in  
unity but that the interests of honourable  
competitors are identical; business breeds  
business, they seek the same ends and can  
secure them by fair mutual recogni-  
tion and co-operation. Trade and Com-  
merce, certainly in such an undeveloped  
and expansive territory as the Orient,  
is not a cake of fixed proportions, of  
which there are a limited number of pieces.  
Rather it is a field in which there is room for  
many workers and each growth not only yields  
its own fruit, but fertilizes what is near it.

The more trade there is, the more there will be  
the laurels of China's 40,000,000 are taught to  
enjoy the surplus of other lands, the greater  
the demand from new contingents of this  
great population who have heard the good  
news. Especially does Hongkong, which is an  
exchange rather than a producing  
centre, profit by every new means of communi-  
cation, linking up China with its exports and  
imports to other nations. Commerce is not a  
fixed quantity; it is an education, a boundless  
population, and the awakening wants of the  
Chinese nation; and he is a narrow man who  
does not know his political economy who con-  
sidered that it is a boon to anyone to circum-  
scribe the trade of this Empire and who laments new  
ventures to teach it to buy and sell, even to  
remote Yunnan and Szechwan. Growth is the  
law of commerce—it is to prosper—new  
provinces must be enrolled in trade, and  
it is a baneful to all when new and vigorous  
forces enter the field to provoke fresh supplies  
to be carried away and to teach new wants to be  
catered to from abroad. No one can live long  
in Hongkong, no one can look about this board  
and see the faces of these Britons, bringing  
cheer to this important expansion by the  
Japanese, in a harbour and in a trade-territory  
made possible by the sacrifices, the hardships,  
the sufferings, and the bloodshed of  
British fathers, without an in-  
voluntary tribute of gratitude, and admiration  
to the generous spirit and the broad policies of  
the British Empire. She has not lived to her-  
self alone. I never pass those silent dead in  
the Chinese village of Stanley, I never read of  
the violence, alarms and deplorable loneliness of  
the early decades while this Colony was de-  
perately seeking a foothold exposed to attack  
by the natives and neglect and ridicule by the  
nations, without feeling something of the debt  
every American, every German, French,  
Italian, Scandinavian, every Japanese—who  
makes home or profit here owes to the British  
people; and without marvelling at the broad  
and lofty character of her Statecraft. Proudly  
conscious of her dominance, she has gone her  
way as a gracious lady beautiful, rich in her  
possessions and accretions and lifting fall where  
they will the over- of good things for others.

Or rather, she early laid hold of the profound  
truth of the proverb, "There is that withereth  
more than is met but it tendeth to poverty."  
By throwing open her gates and welcom-  
ing men of all nations she has made herself  
a vital part of many activities otherwise denied  
her. Macao throws down no gates—by seeking  
to save her life, she has lost it. Great Britain  
conquers South Africa at fearful cost and when  
the world is made now to see a rich fiasco of  
conquest, her people make citizens of those  
lately in arms against her and still have  
by bidding the enemy return to their field,  
now well ordered under a government of  
justice, to enjoy individual freedom and  
equal opportunity with the victors. It  
is the highest form of statesmanship and  
even of expediency, despite the carpers, for in  
it is good-will, faith in man, and the confidence  
in herself which commands leadership. The  
world has seen no such self-control and

magnanimity since Lee surrendered at Ap-  
pomattox and the Conqueror Grant bade him  
keep his sword, and his men their horses, that  
they might resume their farms and work with  
their brothers for the healing of the nation. To  
the Japanese in this and all their efforts,  
right-minded men of all nations wish well.  
When men's minds are too closely bent to local  
and transient phases of a topic that engages  
them so intently as have the spirit and destiny  
of this people in thirty years, it is time to re-  
flect less on their failings and more on their  
virtues. Certainly no nation ever so quickly  
and with such admirable individual abnegation,  
docility, and perseverance, let go the things of  
antiquity and laid hold of the best things of  
modern civilisation. This proud ship built in  
Japan—the first turbine propelled to fast the  
waters of a harbour where an average of 22  
steamships of all nations daily enter from the  
outer seas, bears no resemblance to the pitiful  
sampans that looked in frightened wonder on  
Commodore Perry's squadron half a century  
ago; nor does it seem possible that the modern  
Japanese nation with all its equipment of peace  
and war commanding the respect of experts,  
could be evolved in so short a time, Japan has  
her problems; she must be a burden bearer  
as her sister nations. We would she diverted  
her budget from armaments to industry  
and multiplied "smokestacks" on factories  
rather than on battleships. But advice is  
meant to give, not to take; she must learn in  
the grim school of experience as do we all. It  
is enough for us to-day to rejoice that a new  
brother sailing in his strength joins the  
family of modern nations. Touched by a spirit  
of brotherhood, we give Japan welcome and  
promise her the sympathy and co-operation of  
men, who love their fellows. To the "Tenyo  
Maru," to her captain, to beautiful Japan and  
her ambitious people—God speed! [Applause.]

The new Japanese Consul, Mr. FUNABU, an  
estimable and scholarly gentleman who has been  
in the Colony only three weeks, thanked the  
American Consul for his friendly sentiments,  
and proposed success to the new steamer. He  
personally rejoiced at these evidences of good  
feeling between America and Japan. There  
was not and never had been any real reason  
for hostility, and he trusted that the "Tenyo  
Maru" might long serve as a link between  
two people who had every reason for living  
and esteeming each other. [Applause.]

Mr. K. MATSUDA uttered a courteous welcome  
on behalf of Mr. S. Asano, the President of the  
Toyo Kisen Kaisha, and Captain Gouge, of the  
"Tenyo Maru," made a humorous speech in  
eulogy of the new ship.

## BRITISH NAVAL SUPREMACY.

FRENCH EXPERT'S VIEW.

The Temps publishes an interesting letter on  
the naval situation from M. A. Roussin, a  
well-known naval writer, who deals at length  
with the comparative development of the  
British and other navies, and particularly those  
of the United States and Germany. He begins  
by observing that at the opening of the Rus-  
sian-Japanese war no one would have regarded it as  
in the evolution of maritime armaments which  
was bound to upset the relative position of the  
principal fleets and to compromise British  
naval supremacy. Yet the United States navy,  
which only came into existence 20 years ago,  
now occupies the second place, and that country  
"despotes across the ocean a squadron which,  
after England, it alone is capable of mobilizing.  
Moreover, a few days ago Mr. Balfour asked  
the very serious question, "Will not the  
German navy in 1911 possess more modern  
battleships than that of Great Britain?"

This evolution, says M. Roussin, has been  
effected with astounding rapidity, having  
originated in the Naval Defence Act of 1889  
when, for the first time, a naval power—England  
—had to do a similar amount of eight battleships  
of 14,000 tons displacement. The Naval  
Defence Act, which caused a great sensation  
throughout the world, limited by France, the  
United States, and Germany, the latter in 1890  
laying down four battleships of 10,000 tons,  
while in 1891 it established the basis of her alliance  
with France in order to secure the navy which  
she lacked, and Japan asked Europe  
for engineers to build the fleet destined to dis-  
turb European Power at the Shima. The ten  
following years saw the birth and development  
of the modern fleets of Germany and the United  
States, while during the same period the British  
constructions equalled on an average the  
production of the two other navies.

In the matter of naval construction England  
kept ahead of the whole world from 1890 to  
1900, and it is only since 1901 that she weakened  
in the conquest and maintenance of the naval  
supremacy which is envied by so many other  
powers and which one alone, perhaps, has the  
energy and perseverance to prepare patiently,



(FROM OUR CORRESPONDENT.)

testant church in Prussia and chief of the department for the administration of prisons and by the King. As such he had to live in Berlin but he remained true to his work in Hamburg where he spent several months every year having retained the post of director of the Rathshaus. He met with troublous times and with much opposition from his colleagues in the capital and it was therefore without regret that he gave up his position in Berlin in 1872 and returned to Hamburg. In the following year, however, ill health obliged him to hand over the management of the institution to his son Johann and in 1881, he passed away in peace having lived to see the hopes of his early manhood fulfilled beyond what he had dared to expect. In the course of time a secondary school for boys of the better classes has been added, also a training school for apprentices, a printing press and a shop for the sale of publications emanating from it. The institution continues to flourish and expend and enjoys a world wide reputation. In memory of its founder and in order to mark their appreciation of the good work it has done and is still doing the Senate and the *Bürger-schaft* have on the present occasion contributed a sum of M50,000 towards the cost of a new teacher house.

The Berlin scandals have apparently entered on a new phase. Herr Harden seems determined not to let matters rest, for whilst awaiting the result of his appeal against the verdict in the Moltke case he has lately brought an action for libel against the "*Neue Freie Volkszeitung*" in Munich for having published an article accusing him of having received hushmoney from Prince Eulenburg for the withholding of any evidence against him he might possess, if indeed he had any. At the trial Dr. Bernstein again acted as his counsel produced *two* men from Upper Bavaria who reluctantly and under pressure admitted that 24 years ago they had severally and at different times been guilty of perverse practices with the Prince, which however had not been of a kind punishable by law. The evidence was taken in camera but must have appeared conclusive to the judge and the assessors of the *Schöffengericht*, for the former in giving judgment for the plaintiff laid great stress upon it. He inflicted a fine of M. 100, and costs against which the defendant, in spite of the leniency of the sentence, has lodged an appeal.

It is pretty generally believed that the case was got up for the purpose of affording Herr Harden an opportunity of showing that he really was in the possession of damaging evidence against Prince Eulenburg and that more may possibly be forthcoming in the court of appeal. Whether he was justified in bringing forward these two witnesses by raising a side issue, is a point of law which will have to be decided elsewhere and it remains to be seen, whether their evidence is reliable or not and whether what happened 24 years ago is pertinent to the present case. Prince Eulenburg at any rate is placed in a most awkward position, for it was at his own special request during the Moltke trial that he was allowed to deny on oath Herr Harden's allegations, so that he is now in danger of being charged with perjury. The public prosecutor in Berlin has already taken the matter in hand and is searching for evidence in various quarters. The Prince on the other hand states that he has nothing to add to his sworn denial, that he has no knowledge whatever of the occurrences related by the two men but that he is frequently mistaken for his brother, who had to quit the army on account of his abnormal propensities. Meanwhile Herr Harden and his two witnesses are allowing themselves to be interviewed by newspaper reporters anxious to pander to the unclean cravings of a certain portion of the public.

It is stated that the president of the *Schöffengericht* that acquitted Herr Harden in the first instance instituted proceedings against several newspapers for asserting that he had been bribed by the defendant.

Instead of a procession on May the first which the police have vetoed, the socialists intend holding monster meetings in different localities by way of a demonstration.

**THE SACRED FOX.**

A QUAINTE VILLAGE SUPERSTITION.

A story of a white fox is printed in the *Yushin Nippo*. That journal informs readers that a tradition has been handed down of old times in Bishamon-mura, Oo-Yoshi-kawa-mura, Mino district, Hyogo prefecture, that there lives in the vicinity of Kwannon-in, a Buddhist temple in the village, a sacred white fox. Recently Bishamon Jisai, aged 34, a simple and honest farmer of the village, succeeded a hill as the rpar of the town in quest of fower. He found a hole at side of the hill about 50 yards up from base, within which were five young fox with tails with white tips. The farmer concluded that the cubs must be offspring of the sacred white fox, who is said to have lived there for centuries and hurried homeward, and prepared a quantity of *akomeshi* and *aburge*, the favourite food of the fox, depositing it at the entrance to hole, at the same time praying for recovery of a disease from which he was suffering. Fox is a fine healer for the old man's prayer answered and when he awoke next morning felt quite rejuvenated, the disease having vanished. The man went round the village speaking of the miraculous power of the sacred fox, the news spread to adjoining villages, with result that crowds of worshippers began to throng to the foxes' hole, and a farmer of village named Cadosaka Unesako made a road from the base of the hill to the spot where the cubs were born. Great excitement prevails in the village, the hillside crowded daily by superstitious people, who offerings to the young foxes, who are playing outside their lair from 4 to 9 o'clock

## Minutes of Committee Meeting held at

Minutes of Committee Meeting held at Shanghai on May 21.  
 President—Messrs. W. D. Little (Chairman), N. Jamieson, H. B. Kinner, D. Lendale, A. M. Marshall, G. Miller, F. Rastoul, O. Struckmeyer, A. Wright, and the Acting Secretary.  
 Minutes of previous meeting are read, confirmed and duly signed.  
**Sound Market Value of Damaged Cargo.**—Letter from the Secretary of the Shanghai Marine Underwriters Association is read. The letter points out that a resolution has been adopted by the Association to the effect that Particular Average Claims be settled upon the basis of sound market value on day of sale. The Committee approves of the Resolution and the Secretary is instructed to reply to the letter accordingly.  
**Siberian Mail.**—Letter from the Manager of Chartered Bank of India, Australia and China drawing attention to the inconvenience caused by the recent alterations in the Trans-Siberian Mail Service and pointing out that the Commercial Community are entitled to some concession from the Post Office. The Chairman is informed that the Postal Authorities in this instance were unaware until the last moment that these changes were to take place on account of the matter being entirely in the hands of the Steamer Agents who work in conjunction with the Railway Service.  
**Japanese Yarn.**—Letter from the Hongkong Chamber of Commerce is read drawing the Chamber's attention to the issue by the Japan Cotton Spinners Association of lottery tickets in Yarn. It is decided to hand the matter over to further particulars are forthcoming.  
**Bilago Regulations.**—The Committee approves of the proposed alterations and amendments with regard to the Pooling of Pilots' Earnings as submitted by the Pilot Board.  
**Manchuria.**—Letter from the Newchwang Chamber of Commerce with regard to Japanese and Russian action in Manchuria is read. It is decided to circulate the correspondence in order that the Committee may study the question more closely.  
 At the conclusion of the Meeting Mr. Struckmeyer states that he has been asked by Mr. Broderick to express that gentleman's thanks for the Committee's kind expressions of appreciation of his services while a member of the Committee.  
 After the transaction of some further business the Meeting terminates.  
 The following correspondence is ordered for publication:—  
**Shanghai Marine Underwriters' Association.**  
 Shanghai, March 12, 1908.  
**MARKET VALUE DAMAGED CARGO.**  
 Dear Sir, I am directed to inform you that at the Annual General Meeting of this Association held on 16th ult., the following Resolution was carried unanimously—  
 "That in the Settlement of Particular Average Claims it be a recommendation to Members of this Association to settle only upon the basis of Sound Market Value on day of sale as certified by the Auctioneer."  
 As the matter is of general interest to the Mercantile Community of whom a large number are members of your Chamber, my Committee think you may deem it convenient to include this letter with your usual publication of correspondence.  
 I am, Dear Sir,  
 Yours faithfully,  
 BRUCE J. CUMBER, Secretary.  
 The Secretary,  
 Shanghai General Chamber of Commerce, Present.  
**Shanghai General Chamber of Commerce.**  
 22nd May.  
 DEAR SIR, I am in receipt of your letter of March 13th and in reply I am directed to inform you that the Resolution adopted at the Annual Meeting of the members of your Association, with regard to the Market Value of Damaged Cargo, meets with the approval of my Committee, who have ordered that your letter be included in the usual publication of correspondence of this Chamber.  
 I am, Dear Sir,  
 Yours faithfully,  
 G. DINGWALL MAIN, Acting Secretary.  
 The Secretary,  
 Shanghai Marine Underwriters Association.  
**Australia Chartered Bank of India, and China.**  
 Shanghai, May 18, 1908.  
 DEAR SIR, We beg to draw your attention to a notice in to-day's N. O. Daily News of the despatch of the homeward mail via Siberia has been postponed until Tuesday. This sudden and unexpected alteration is highly inconvenient and we think that the commercial community are entitled to some notice from the Postal Authorities.  
 I am, Dear Sir,  
 Yours faithfully,  
 G. MILLER, Manager.  
 The Secretary,  
 Chamber of Commerce.  
**H. B. M. Post Office.**  
 Shanghai, 1st May, 1908.  
 DEAR SIR—I beg to inform you for information of the mercantile Community that the Trans-Siberian mails will leave Shanghai Tuesday. This new arrangement will come in force from the 5th of May. The sailing of Port Maria to-day is cancelled.  
 I am also notified that the inward mails from Siberia, will in future arrive here on Sunday.  
 Yours faithfully,  
 W. J. FOLLY, Postmaster.  
 The Secretary,  
 Chamber of Commerce.  
**Shanghai General Chamber of Commerce.**  
 22nd May.  
 Dear Sir, I am in receipt of your letter of the 1st instant, drawing this Chamber's attention to a notice in the "N. C. Daily News" that day intimating that the day for despatch of outward Trans-Siberian mails been altered to Tuesdays instead of Friday heretofore.  
 In reply I am directed to inform you my Committee fully realize that the sudden of this unexpected alteration was highly inconvenient to the commercial community, would point out that the Postal Authorities were placed in the position of being unable to notify the public on account of the matter being solely controlled by the steamer agents in conjunction with the Railway Administration in the North.  
 I am, Dear Sir,  
 Yours faithfully,  
 G. DINGWALL MAIN, Acting Secretary.  
 The Manager,  
 Chartered Bank of India, Australia and China.

The St. Petersburg Correspondent of the

The St. Petersburg Correspondent of the Japan Chronicle says:—

"Truth is stranger than fiction" of course, but every journalist knows to his sorrow that truth has a most disappointing way of showing itself. Short of nice dilemmas, or, when dealing with the people of color, of adorning injudicious touches which raise the whole performance. No wonder that historians and newspaper correspondents occasionally try to eliminate these defects by inventing the climax themselves or by omitting the injudicious touches. Hence we find biographers with a due sense of the dramatic proprieties put into the mouth of the dying Napoleon heroic speeches which in reality he never uttered, we find Wellington made to use the famous words "Up, Guards, and at them!" and we find the London *Journal* making a mistake of a couple of Peking, and their boxes mainly but not appropriately (during the Boxer disturbances) in boiling oil. It is not surprising therefore that when Generals Fox and Smirnov fought a duel lately, the local correspondents of the *Daily Mail* and many other papers, justly incensed at the absence of any circumstances on which to base a sensational sub-heading, wired that some Russian ladies were given places "in the gallery" from which they watched the duel through binoculars. The slightest inquiry would have shown this to be false, but what a pity it would have been if such a masterly touch had been omitted!

In the way when Stoessel was conveyed to the fortress prison of S.S. Peter and Paul about a week ago, Truth, acting in her usual fashion, in a most inauspicious way, allowed the proceedings to take place with the most machine-like regularity. Everything went with astonishing smoothness. The Governor of the prison received his illustrious prisoner as soon as the latter entered the gate, and at once conveyed him to the rooms which had been carefully prepared for his reception. Being a correspondent myself, I was naturally indignant at this monotony, but next morning my heart throbbed with joy when I saw that the old *Novoye Vremya* has risen nobly to the occasion with the effect that the moment when Stoessel arrived in the prison—it was for his reception, and that the distinguished captive had consequently to stand alone for half an hour in the courtyard while the officer who accompanied him sought high and low for the Governor.

But yesterday, the word of Stoessel might have stood against the world: now stand he there.

And none so poor to do him reverence.

The Governor of the prison ruthlessly knocked the bottom out of this delightful game, but, luckily, not until it had been wired to energetic correspondents to every part of the world.

In the new passport which Stoessel received, his name is given as simply "S. Stoessel," and under the heading—"Occupation is written "nobleman." Stoessel belonging to the ranks of the nobility. This means nothing of course, as noblemen are so numerous in Russia that you could not throw a stone in a street without hitting one of them.

This permanent deprivation of his rank and his uniform has cut Stoessel to the heart, he himself has confessed to an interviewer: "I have worn my uniform for forty years," said, "and it is hard to part with it now. I have been a militia man for many years, and I have been lately in the habit of wearing and getting an ordinary Russian uniform."

This reference to his head-dress is so pathetic, when we remember that though during his trial, Stoessel wore civilian dress, never parted with his military cap. Sunday before he was sent to prison. I him take a morning walk down the Nevsky Prospect, still retaining his cap, which was evidently regarded as the last link with his military life.

Stoessel's quarters are in that part of the fortress which is known as "Catherine's tail" ("certain" being a technical term in fortifications) near the Trubetskoy bastion and that part of S.S. Peter and Paul is inhabited entirely by political prisoners. "Catherine's curtain" is given up to admirals, captains, and others who have, Stoessel, been sent to prison on other grounds, and as they regard it as the most honourable guests of dishonour, no gentlemen are stationed "Catherine's curtain" though they swear other parts of the prison. Stoessel has also become acquainted with his fellow-prisoner, ex-Admiral Nebogatoff, Captain Lishinsky, Captain Grigorief, and, with the exception of the latter, they all sat together and spent a deal of time in one another's company. Grigorief keeps himself somewhat apart.

The ex-Governor of Port Arthur has a room looking out on the Neva and the Winter Palace. The common reception-room of Stoessel and his comrades is small but lighted and very neat, with nothing to remind one of the jail save a pipe containing the rules of the prison which is hung on the wall. There is a stove, a table, a day for the general public, and on last Thursday, General Fock, Colonel Boies, and many Port Arthur officers visited their former prisoner, who wore a black frock-coat, thinner and more wrinkled than when last by them, and spoke in a feeble voice. Sir says that the Governor is very kind attentive and that the food, though simple, is fresh and tasty.

At 9 a.m. a warder brings the ex-Governor (for tea) and the morning's newspaper. No bread is given with the tea, but the prisoner may buy bread at their own expense. After the usual Russian breakfast, Stoessel has a walk in the garden before his window, and at 1 o'clock Mrs. Stoessel is, by appointment of the Tsar, allowed to visit her husband. She is generally accompanied by her son, who they both remain till three o'clock.

Mr. Stoessel has been allowed to furnish his room himself, but the furniture is very poor, consisting of a bed, a square table, a pair of drawers, and two small chairs. Perhaps lately given him to introduce a bookcase, a wash-basin stands against the wall, and on the window-sill lies a small board by means of which the ex-Governor amuses himself by passing crumbs of food through the prison bars to pigeons and sparrows.

After his mid-day meal Stoessel spends a considerable time in work. He reads, but his principal employment is the writing of his memoirs, which promise to be of great length as he writes in details and regularity as a child. In these memoirs will relate the charge lately made against a writer in the *Novoye Vremya* that he was a Jewish origin.

There is no limit to the number of letters and newspapers which Stoessel is allowed to receive, but the commandant of the fortress exercises a censorship over the letters which he sends out.

THE MOST POPULAR PILSENER BEER ON THE MARKET.  
IT IS CLAIMED BY CONNOISSEURS TO BE "THE PILSENER BEER."  
THE FINEST HEALTH PRODUCING BEVERAGE.

PER CASE 4 DOZEN QUARTS	...	...	...	...	\$16.50
" " 1 QUARTS	...	...	...	...	4.15
" " 6 PINTS	...	...	...	...	16.50
" " 1 PINTS	...	...	...	...	2.75

**SOLE AGENTS**

**H. PRICE & CO., LTD.**

TELEPHONE No. 135.

WINE, SPIRIT & CIGAR MERCHANTS,

12. QUEEN'S ROAD CENTRAL

Hongkong, 29th May, 1908.

GREAT DOCK EXTENSION IN  
LIVERPOOL.

EXPENDITURE OF £2,000,000.

At the Masonic Hall and Harbour Board, Mr. Robert Gladstone presiding, the Works Committee, through their chairman (Mr. W. Hughes), submitted recommendations for the construction of three new docks, to be called the Gladstone Docks, on land at the north end of the estate, the total estimated cost being £3,204,400.

Mr. Hughes stated that in 1906 they obtained Parliamentary sanction for the construction of new docks at the north end of Liverpool, and the committee after much thought and discussion considered that the time has now arrived when the work should be taken in hand. During the last three years the increase of tonnage of ships paying dock dues had been 600,000 tons, and although the shipping trade for the amount seemed to be rather under a cloud, there was no doubt in his mind, judging by past history, that a renaissance of prosperity must come, and he was sure if these docks were managed with good sense and reasonableness Liverpool might keep its position and get the lion's share of any trade which was to come. It was a remarkable circumstance that in the last 20 years the tonnage had nearly doubled in spite of the competition, friendly or otherwise, from ports both at home and on the Continent. At the same time the rate of steamers had greatly increased, for where as in 1857 the largest ship leaving the port was 560 feet long, in 1897 the figure was 620 feet, while last year it had grown to 760 feet. He mentioned that the expenditure of over £2,000,000 which was proposed would be distributed over five or six years. Describing the proposed works, he stated that the river entrance could be used as a lock for vessels up to 800 ft. long. Vessels up to 1,100 ft. long would be able to enter the dock, and the depth of water over the sill would be 40 ft. at high water of spring tides. With this great shelter behind the docks would associate the name of Gladstone for their chairman and for the country which had been one of the most influential in Liverpool for upwards of a century.

Mr. H. R. Robertson seconded.

The Chairman thanked the board for the honour proposed to be conferred on his family which he hoped would survive for another hundred years to witness further extensions of the dock system.

Mr. J. Chadwick said the proposal had become a moment too soon, for the board were already uncomfortably near to the limits of their accommodation for the largest class of ships.

Mr. R. D. Holt, M.P., supporting the recommendations, pointed out that the accommodation for ships of the largest class was by no means superabundant at the present time in Liverpool. There was no reason to doubt that in the future they would have to provide for even larger ships than the Lusitania and the Mauretania. As to the prospects of trade there was nothing to suggest that the trade of the country was likely to take a step backwards, unless the danger as to free trade suggested by Mr. Chadwick.

Mr. Lindsay, while at first sceptical as to the extensions, said he was now convinced of their advisability and necessity.

Mr. J. H. Ballantyne pointed out that already steam vessels visiting the port which could not be accommodated adequately accumulated.

The recommendation in accordance with standing orders formerly stood over for consideration at the next meeting of the board.

**LONG DISTANCE VISION BY ELECTRICITY.**

Paris, April 28.

The problem of supplementing the power of vision of the normal eye by such artificial devices as will make it possible to see across immense distances would seem to have made great stride forward. It is due to the apparatus, as already mentioned in *The Times*, of M. Armand, the president of the French Society of Aerial Navigation, who has just come to only a few days before the recent exhibition the Société Française de Physique, an association embracing the British Royal Institution.

M. Armand has been brooding over the problem for some 30 years. As far back as 1871 in a communication to the Society of Civil Engineers on Mr. Bell's invention of the telephone, he recalled the singular property of selenium—it is, as he himself puts it, a "very metal"—in virtue of which its electrical conductivity varies enormously under the action of light. He added that "this property does not fall to anyone the imagination of its application, and some asked the question if it could not be utilised for the transmission of images at distances by doing for the eye what the telephone does for the ear. As M. Bréguet happily put it, electricity affords a means of permitting us to see, electrically at Paris what takes place at a very distant point, New York, for instance. The apparatus invented by M. Armand has not yet achieved this miracle. The problem is not yet completely solved. M. Armand firmly believes, however, that within a year as a consequence of the advances already made by his apparatus, we shall be witnessing once again across distances hundreds of miles apart.

The apparatus in question is intended to provide a method for the distribution of moving images of selenium or of any other piezoelectric body, of the transmission of the image to any distance by telegraphic or piezoelectric wires. The method is based on the principle of the cinematograph, which is solely in virtue of the well known law of persistence of luminous impressions on the retina. The apparatus presented by Armand to the Société de Physique is the first part of the complete system which he has conceived in order to try to solve the problem of long-distance vision. It remains to perfect the apparatus at the receiving end where the electric current, the intensity of which varies according to the luminous intensity of each small cinematographic

**Painful Swellings Formed in Arms—  
Pits and on Back—Itching Pre-  
vented Rest—Suffered Six Weeks  
and Became Run Down from Want  
of Sleep—Three Full Sets of**

---

**CUTICURA REMEDIES  
ENTIRELY CURED HIM**

"I had been troubled with swelling and itching of the temples and on the small of the back accompanied by a burning itch to such an extent that I got very little rest, and my nights were sleepless. I tried a great many ointments and had tried various soothing ointments and those, however, gave only temporary relief, and I felt that I was getting worse. In the event of relief, I decided to consult a doctor, but on noticing the Cuticura Remedies advertised in the paper, I thought I would give them a trial. I used Cuticura Soap first, but this did not give the desired relief, then I tried Cuticura Soap, and Cuticura Ointment, and Cuticura Solvent Pills for three successive times. I am thankful to say that, though my trouble was complicated and I had been suffering for years, I was well in a month, and I in the future shall urge any one whom I come across afflicted with skin troubles to use Cuticura. My feelings are as I do the great good they have done me. I am never without a box of Cuticura Ointment in my house."  
—*Portland, Me., Dec. 5, 1903.*

**The Great Skin Cure and Purest  
and Sweetest of Emollients.**

[illegible]

**CHURCH SERVICES.**

St. John's CATHEDRAL, Hongkong.—Sunday, after Ascension Day. Holy Communion, 8 a.m. Matins (1 a.m.) Responses, Venite, Vespers, Psalms; of the 31st (Chants 80th day). Te Deum, Lauds, C. Poppkins; Benedictus, Troutbeck. Holy Nunc (12 noon). Kyrie, St. Martin; Hymns, 207 and 310. Procession, 5.45 p.m. (12 m.) Responses, Responses, 3.45 p.m. (12 m.) Chants, 80th day. Magnificat and Nunc. Woolley in F. Arthur. "The Radian Woodward; Seventeen Amen; Preacher: E. Thompson, M.A.; Voluntarys; Choral; Fugue, Wesley.

N.B.—Psalm 147, Verses 1, 7, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160 Verses 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160 Verses 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160 Verses 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160 Verses 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160 Verses 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110,



## NOTICES

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.H.C., 6th St. Ebers.

P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

THE YAN ON MARINE AND FIRE INSURANCE COMPANY, LIMITED.

303, Des Vieux Road Central.

29th May, 1908.

To LAU HING SHUN and to All Others

NOTICE IS HEREBY GIVEN that the Board of Directors of the above-named Company require the Repayment on or before the 7th day of JUNE, 1908, of the sum of \$5,000 together with all arrears of interest owing thereon up to the date of Payment, the said sum of \$5,000 being the amount deposited by the Company on the 7th day of January, 1905 with the Wai Wo Bank, in which Bank the above named LAU HING SHUN was then a Partner and for the Repayment of which he also became surety.

NOTICE IS HEREBY ALSO GIVEN that if default is made in such payment on or before the 7th day of June, 1908 it is the intention of the Board to sell in such manner as it thinks fit the Shares in the Company numbered 3328 to 3421 (inclusive), of which the said LAU HING SHUN is the Registered holder, and the net proceeds of such sale will be applied in or towards satisfaction of the said sum and interest.

CHAN YUT NGAM.

Permanent Secretary.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOSHOW.

THE Company's Steamship

"HAICHING."

Capt. Passmore, will be despatched for the above Ports on WEDNESDAY, the 3rd June, at 11 a.m.

For Freight or Passage, apply to

DOUGLAS, LAIDLAK & CO.,

General Managers.

Hongkong, 29th May, 1908.

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rastatino United Companies.)

STEAM FOR BOMBAY

VIA SINGAPORE AND PENANG.

Having connection with Company's Mail

Steamers to PORT SAID, ALEXANDRIA,

NAPLES, LIGURIA and GENOA, also

VENICE and TRIESTE, all MIDWINTER

KARANT, ADELAIDE, LANTANA, and

SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through rates to PERMAN

BULF and BAGAD, also BARCELONA

VALPARAISO, ALICANTE, ALMERIA and

MALAGA.)

THE Steamship

"ISCHIA."

Captain Beldio, will be despatched as above

on WEDNESDAY, the 11th June, at noon,

for further particulars regarding Freight

and Passage, apply to

CARLOWITZ & CO.,

Agents.

Hongkong, 29th May, 1908.

THE HONGKONG WEEKLY PRESS and

CHINA MAIL AND TRADE REPORT

is now ready and contains

Epitome of the Week's News.

Leading Articles:

Railway Work in China.

Critical Philippine.

Shipping.

Shanghai.

The I.M.C.

Tientsin.

The Royal Sanitary Institute.

Hongkong General Chamber of Commerce.

Hongkong Sanitary Board.

Victoria Association Club.

The Anti-Leprosy Dispensary in Yunnan.

Hongkong Legislative Council.

Supreme Court.

Bank's Notice.

Commercial.

Shipping.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to

addressee, including postage 34 cents each

or 51 Cash for three copies.

Subscription: \$12 per annum, payable in

advance; postage \$2.

Hongkong, 30th May, 1908.

## NOTICE

THE TOYO KISEN KAISHA cordially invite the Public to INSPECT the Company's New "Tobino" Steamer "TENYO MARU," Gross Register 14,500 tons, Displacement 22,000 tons, Speed 21.75 knots, T.O. DAY (SATURDAY), the 30th inst., from 3 to 6 P.M.

Steam Launches will leave BLAKE Pier

every 20 minutes.

Hongkong, 29th May, 1908.

HONGKONG JOCKEY CLUB.

NOTICE.

OWING to the Ground being opened up in

connection with the Relaying of Drains,

both COURSES WILL BE CLOSED until

further notice.

By Order:

T. F. HOUGH,

Clerk of the Course.

H. a. k. 20th May 1908.

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL

MEETING of the Members of the

Club will be held in the Club House, on

THURSDAY, the 4th June, 1908, at 5.30 P.M.,

## PUBLIC COMPANIES

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-THIRD ANNUAL ORDINARY GENERAL MEETING of the Company (since its Registration), will be held at the Office of the Company in Alexandra Buildings, THIS DAY (SATURDAY), 30th inst., at NOON, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1907.

THE REGISTER OF SHARES will be CLOSED from MONDAY, the 25th inst., to MONDAY, 1st June, both days inclusive, during which period no transfer of Shares will be Registered.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 30th May, 1908.

WATKINS LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINTH ORDINARY ANNUAL MEETING of Shareholders will be held at the Company's Office, Watkins Building, No. 31, Queen's Road Central, THIS DAY (SATURDAY), 30th May, 1908, at 2 P.M. for the purpose of receiving the Report of the General Managers with a Statement of Accounts to 31st December, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd to the 30th May, both days inclusive.

G. A. WATKINS,

General Manager.

Hongkong, 30th May, 1908.

## NOTICES OF FIRMS

THE HANGWEY CO., WATCH-MAKERS &c.

No. 6, BONHAM STRAND EAST.

THE Interest and Responsibility of each and all of us in the above named business entirely CEASED on the 23rd MAY, 1908, our Shares having been TAKEN UP by CHEUNG HEUNG WING TONG, another Partner of the Company.

CHEUNG SUN TAT TONG,

CHEUNG SUN ON TONG,

CHEUNG LIN TAK TONG.

Hongkong, 29th May, 1908.

## NOTICE

OUR Old Pilot and Ruener KWOK LIN (郭連) who joined our Service in 1883, CEASED to be Employed by us on the 18th May, 1908.

His SHARES in the Company (Wing Kee & Co.), valued at \$5,000 (Five hundred dollars), have been TAKEN UP by us, and from henceforth he shall have no connection whatever with our Company.

WING KEE & CO.,

Coal Merchants, Stevedores, &c.,

Nos. 47, 48, 49, Connaught Road Central.

Hongkong, 26th May, 1908.

## NOTICE

KWONG WOO, Jeweller, Etc., of 66, Queen's Road Central, begs to inform the General Public that he has never heretofore acted as Guarantor for any person or persons and should such be done in future the documents must inevitably bear the Signature of his Sole Representative Mr. CHEUNG KINE SOR.

Hongkong, 9th April, 1908.

## INTIMATIONS

TRANSLATED NOVELS (some illustrated, Autographs, Photos, catalogue free, or with sample, 2d. (letter postage).—A. De SAILLE, 20, Rue de la Michodière, Paris.

—12

THEATRE ROYAL.

GRAND FAREWELL PERFORMANCE

ONE NIGHT ONLY

3rd JUNE, 1908.

MAURICE E. BANDMANN

Presents

HENRY DALLAS

AND

THE BANDMANN

OPERA CO.

On their return to Calcutta.

WEDNESDAY, 3rd June:

THE MERRY WIDOW

(Die Lustige Witwe).

PRICES: \$3, \$2 and \$1.

Booking at Messrs. S. MOUTRIE & Co., Ltd.

Hongkong, 21st May, 1908.

## WANTED:

A "Situation by a Competent European

BOOK-KEEPER and General Office

ASSISTANT.

No Objection to Out Ports.

Address: "R."

Care of "Daily Press" Office.

Hongkong, 21st May, 1908.

## BEKANNTMACHUNG.

DIE amtlichen Veröffentlichungen des

Konsulats Fakhel-Hollow werden im

Jahre 1908 durch den

den "OSTASIATISCHEN LLOYD" und

den "HONGKONG DAILY PRESS"

erfolgen.

KAISERLICH DEUTSCHES

KONSULAT.

Swatow, den 27. Dezember 1907.

## BEKANNTMACHUNG.

DIE amtlichen Veröffentlichungen des

Konsulats Fakhel-Hollow werden im

Jahre 1908 durch den

den "OSTASIATISCHEN LLOYD" und

den "HONGKONG DAILY PRESS"

## AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from Messrs. PURCHASER, LOWTHRE & Co., to Sell by Public Auction, On WEDNESDAY,

the 10th June, 1908, at H.M.'s NAVAL YARD

Extension, commencing at 11 A.M.

A Large Quantity of

SURPLUS STORES, MATERIAL,

PLANT, ROD IRON, &c.,

Also

THE WHOLE OF THEIR

OFFICE FURNITURE

Comprising:—WRITING TABLES,

DRAWING BOARDS, COPYING PRESSES,

CHAIRSTOOLS, DRAWERS, TABLES,

CHAIRS, COUNTERS, CLOCKS,

BAROGRAPHS, 3 MILNERS' IRON

SAFES; and

The Steam Launch "WALLINGFORD"

and 2 LIGHTERS.

On View from This Date.

Terms—As Usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 28th May, 1908.

## IMPORTANT AUCTION

OF THE STEAMSHIP

"OHIO"

MESSESS. WHYMARK & THOMPSON

have been favoured with instructions

to Sell by Public Auction,

At the KOBÉ SALES ROOMS, No. 72,

Kyo-Machi, Kobe,

on THURSDAY, June 11th, at 11.45 A.M.

The Handy Passenger and Cargo Steamer—

"OHIO," (formerly "OHIO I")

As she lies moored at Higo together with

all her Appurtenances, Anchors, Chains, Gear,

&c., &c.

Built of Iron in 1886; Gross Tonnage 1019;

Nett Register, 554 Tons; Cubic Cargo Capacity,

1000 Tons; Dead Weight, 900 Tons;

Bunkers, 200 Tons; Length, 224'-8"; Breadth,

32'; Depth of Hold 14'-6"; Draft fully laden

14'-6"; in Ballast 9'; No. of Holds, 2; Hatchways,

2, 20' by 10' and 14' by 10'; Passengers, 27

First Class, 18 Second Class, 250 Storage;

Bulkheads 4; Water Ballast, 38 Tons; Wooden

Deck; Triple Expansion Engines; 159

Nominal Horse Power; Cylinders, 18" 30"

and 50"; Stroke, 38"; Single Ended Boilers

renewed in 1896; Working Pressure, 150 lbs.;

Speed, 10 Knots; Coal Consumption, 15 Tons;

Donkey Engine and Boiler and 2 Steam

Winches; Ample Saloon Equipment for Pas-

sengers, &c., &c.

For any other Particulars, apply to

THE AUCTIONEERS,

72, Kyo-Machi, Kobe,

Japan.

Kobe, May 8th, 1908.

## FOR SALE

FOR SALE.

FINE SITE on the Bowen Road, Ready

for Building at a Cheap Price.

PERCY SMITH & SETH,

Accountants & Auditors, &c.,

No. 5, Queen's Road Central.

Hongkong, 18th May, 1908.

## FOR SALE

COLLECTIONS OF USED POSTAGE

STAMPS.

3,000 all different for ... \$95

2,000 do. ... \$35

1,500 do. ... \$25

1,000 do. ... \$10

ARTISTIC PICTORIAL POSTCARDS,

MISCELLANEOUS ANIMALS,

STAMP, POSTCARD and BIRTHDAY ALBUMS.

And all Other Philatelic Goods.

GRACA & CO.,

Hongkong Hotel Corridor.

Hongkong, 9th May, 1908.

## STORAGE

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT

No. 285 at NORTH POINT, Suitable

for above Purpose. EXTENSIVE WATER

FRONT. DEEP WATER.

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 33



618



## SHIPPING.

## ARRIVALS.

CHEANGCHEW, British str., 1,213, E. Shepherd  
29th May—Penang & Singapore 21st May,  
General—Chinese.  
DELTA, British str., 4,780, B. W. Snow, 29th  
May—Yokohama and Shanghai 29th May,  
General—P. & O. S. N. Co.  
HANGSANG, British str., 1,276, H. Uecker, 29th  
May—Saigon 24th May, Rice—Sander,  
Wolter & Co.  
HINSANG, British str., 2,346, A. G. Smith, 28th  
May—Haiphong 26th May, Coal—Jardine,  
Matheson & Co.  
HONGWAN I, British str., 2,060, Kinghorn,  
29th May—Penang and Singapore 22nd  
May, General—Chinese.  
PHILANANG, German str., 1,621, Fr. v. Mangels-  
dorf, 29th May—Bangkok 16th via  
Kohabang 22nd May, Rice and Hardwood  
—Melchers & Co.  
POWATAN, British str., 1,050, Turner, 29th  
May—Salina Cruz 24th April, Ballast—  
Chinese.  
ROMFORD, British str., 29th May—Canton.  
YERIMO MARU, Japanese str., 3,280, N.  
Kobayashi, 29th May—Mojito 23rd May,  
Coal—Sanquel, Miyasak & Co.

## CLEARANCES.

At the Harbour Master's Office.  
29th May.

Delta, British str., for Europe, &c.  
Glenavon, British str., for Shanghai.  
Sado Maru, Japanese str., for Kobe.  
Zofiro, British str., for Manila.

## DEPARTURES.

ARCADIA, British str., for Shanghai.  
FOOKHANG, British str., for Shanghai.  
HANSUNG, British str., for Coast Ports.  
HELEN, Norwegian str., for Bangkok.  
HINSANG, German str., for Hongkong.  
HINSANG, British str., for Canton.  
KNISSENG, German str., for K. C. Wan.  
KONGSANG, German str., for Bangkok.  
NINPO, British str., for Amoy.  
NORD, British str., for Canton.  
SABINE RICKMERS, Dutch str., for Canton.  
SHOSHI MARU, Japanese str., for Swatow.  
SOLSTAD, Norwegian str., for Haiphong.  
YUENSANG, British str., for Manila.

## SHIPPING REPORTS.

The German str. *Hilary* reports: North  
Westerly winds, very heavy Easterly swell.  
The British str. *Hinsang* reports: After  
clearing Hai Nam Straits, encountered very  
heavy E. N. E. swell, little or no wind.  
Evidently outer edge of Typhoon.

## VESSELS IN DOCK.

May 29th.  
APPROVED DOCK.—  
The German str. *Sorsogon*, *Victoria*, *Fiume*,  
*Jacob*, *Didrichsen*, *Pissawak*,  
COSMOPOLITAN DOCKS.—*Henrich*, *Ilsen*.

## VESSELS ON THE BERTH.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AU-  
STRALIA, INDIA, ADEEN, EGYPT,  
MEDITERRANEAN PORTS.  
PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERSIAN GULF, CONTINENTAL  
AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"DELTA,"  
Captain B. W. Snow, carrying H.  
Majesty's Mail, will be despatched on  
the 30th May, on a S. & A. T. U.  
DAY, the 30th May, at Noon, taking  
passengers and cargo for the above port  
in connection with the Company's  
"Victoria," 7,000 tons, from Colombo, pas-  
sengers' accommodation in which vessel is  
secured before departure from Hongkong.  
Silk and Valuables, all cargo for France an-  
Tea for London (under arrangement will be  
transhipped at Colombo into the mail steamer  
proceeding to Marseilles and London, other  
cargo for London, &c., will be conveyed  
from Bombay by the R.M.S. "OCEANO," de-  
parting on 12th July, 1908.  
Parcels will be received at this Office until  
4 p.m. the day before sailing. The content  
and value of all packages are required.  
For further particulars, apply to  
F. J. ABBOTT,  
Acting Superintendent.  
Hongkong, 18th May, 1908.

REGULAR STEAMSHIP SERVICE  
WITH LIBERTY TO CALL AT MALACCA  
(COAST).

PROPOSED SAILINGS FROM HONGKONG.  
FOR BOSTON AND NEW YORK.  
S.S. "CHAZEE" ... 8th June.  
For Freight and further information, apply to  
DODWELL & CO., LD.,  
Agents.  
Hongkong, 28th May, 1908.

CHINA COMMERCIAL S.S. CO., LTD.  
NOTICE.  
FOR SALINA CRUZ, MEXICO.

THE Steamship  
"MARIE"  
Captain G. E. Christiansen, will be despatched for  
the above Port via MOJO, JAPAN, on  
THURSDAY, the 11th June, at 4 p.m.  
For Freight or Passage, apply to  
CHINA COMMERCIAL S.S. CO., LTD.,  
Hotel Marlborough,  
Hongkong, 5th May, 1908.

"GLEN" LINE OF STEAMERS.  
FOR LONDON AND ANTWERP  
via SUEZ CANAL.

THE Steamship  
"GLENEARN,"  
Captain W. Haughton, will be despatched as  
above on MONDAY, the 15th June.  
For Freight apply to  
McGREGOR BROS. & GOW,  
Hongkong, 27th May, 1908.

"SHIRE" LINE OF STEAMERS, LD.  
FOR LONDON AND ANTWERP.

THE Steamship  
"CARDIGANSHIRE"  
Will be despatched for the above Ports on or  
about the 29th June, 1908.  
For Freight or Passage, apply to  
SHEWAN TOMES & CO.,  
Agents.  
Hongkong, 18th May, 1908.

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k"  
nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via STRAIT PORTS OF CALL.	DELTA	Brit. str.	—	B. W. Snow	P. & O. S. N. Co.	To-day, at Noon.
LONDON & ANTWERP via SINGAPORE &c.	YUMATEA	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	About 3rd June.
LONDON & ANTWERP via SUEZ CANAL	GLENHARN	Brit. str.	—	W. Haughton	McGREGOR BROS. & GOW	On 15th June.
LONDON & ANTWERP	CARDIGANSHIRE	Brit. str.	—	Sherman, Tomes & Co.	SHEWAN TOMES & CO.	About 22nd June.
HAYRE & HAMBURG via STRAITS &c.	SEGOWIA	Ger. str.	k.w.	Schoenfeldt	HAMBURG-AMERIKA LINIE	On 8th June.
HAYRE & HAMBURG via STRAITS &c.	SCANDIA	Ger. str.	k.w.	von Dohren	HAMBURG-AMERIKA LINIE	On 15th June.
HAYRE & HAMBURG via STRAITS &c.	DORTMUND	Ger. str.	k.w.	von Dohren	HAMBURG-AMERIKA LINIE	On 12th July.
HAYRE & HAMBURG via STRAITS &c.	ISTRIA	Ger. str.	k.w.	Luning	HAMBURG-AMERIKA LINIE	On 23rd July.
HAYRE & HAMBURG via STRAITS &c.	SAXONIA	Ger. str.	k.w.	Habel	HAMBURG-AMERIKA LINIE	On 8th August.
MARSEILLES, ANTWERP, BREMEN & HAMBURG	SITHONIA	Ger. str.	k.w.	Bröchner	HAMBURG-AMERIKA LINIE	On 2nd June.
MARSEILLES, DAVRE, COPENHAGEN, &c.	CANTON	Swed. str.	—	—	MELCHERS & CO.	Beginning of June.
MARSEILLES, &c. via PORTS OF CALL.	ERNEST SIMONS	Fr. str.	—	Girard	MESSAGERIES MARITIMES	On 9th June, at 1 p.m.
MARSEILLES, LONDON, & ANTWERP via SINGAPORE &c.	KANAGAWA MARU	Jap. str.	—	N. Ohno	NIPPON YUSEN KAISHA	On 10th June, at 4 p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	HAKATA MARU	Jap. str.	—	T. Murai	NIPPON YUSEN KAISHA	On 24th June, at 4 p.m.
MARSEILLES, ROTTERDAM & HAMBURG &c.	BRISGAVIA	Ger. str.	k.w.	Girtenbrun	HAMBURG-AMERIKA LINIE	On 28th June.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	BUELOW	Ger. str.	—	H. Foerster	MELCHERS & CO.	On 3rd June, at Noon.
ODESSA	VORONEZ	Rus. str.	—	—	MELCHERS & CO.	About end of June.
NEW YORK	OCEANO	Brit. str.	—	—	ARNHOLD, KARBBERG & Co.	About 25th June.
BOSTON & NEW YORK	EMPEROR OF CHINA	Brit. str.	1 m.	—	—	On 3rd June.
VANCOUVER via SHANGHAI JAPAN &c.	LENKOW	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 4th June, at 4 p.m.
VANCOUVER via SHANGHAI JAPAN &c.	SHAWMUT	Am. str.	—	E. V. Roberts	DODWELL & CO., LTD.	On 18th June, at Noon.
VICTORIA, B.C. & TACOMA via JAPAN	ITO MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 8th June, at 4 p.m.
VICTORIA, B.C. & SEATTLE, WASH. &c.	KAGA MARU	Jap. str.	—	G. S. Lapraik	NIPPON YUSEN KAISHA	On 23rd June, at 4 p.m.
VICTORIA, B.C. & SEATTLE, WASH. &c.	MARIE	Ger. str.	—	G. C. Christiansen	CHINA COMMERCIAL S.S. CO.	On 11th June, at 5 p.m.
SALINA CRUZ, MEXICO via MOJO & JAPAN	TEIKAN	Brit. str.	1 m.	C. Lindbergh	BUTTERFIELD & SWIRE	On 15th June, at 4 p.m.
AUSTRALIAN PORTS via MANILA	YAWATA MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 12th June, at Noon.
AUSTRALIAN PORTS via MANILA	MANILA	Ger. str.	—	J. Miesse	MELCHERS & CO.	On 18th June, at 5 p.m.
AUSTRALIAN PORTS via MANILA	NIKKO MARU	Jap. str.	—	T. Harrison	NIPPON YUSEN KAISHA	On 10th July, at Noon.
VIADIVOSTOCK	OSKHA	Rus. str.	—	—	MELCHERS & CO.	On 2nd June.
MOJO & KOBE	TAKASAKI MARU	Jap. str.	—	A. Mocker	NIPPON YUSEN KAISHA	On 2nd June.
NAHASAKI, KOBE & YOKOHAMA	SOSEI MARU	Jap. str.	—	Y. Fushio	OSAKA SHOSHEN KAISHA	On 1st June, at 10 a.m.
NAHASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	T. Harrison	NIPPON YUSEN KAISHA	On 10th June, at Noon.
JAPAN	TYNODAS	Dut. str.	—	Zwart	JAVA-CHINA-JAPAN LIGN	Quick despatch.
CHINGWANGTAO, JAPAN, AMERICA, &c.	AMIRAL MAGON	Frenc. str.	—	—	J. MILET	On 4th June.
TSINGTAU, NAGASAKI & VIADIVOSTOCK	KOWLOON	Ger. str.	k.w.	T. Stehr	HAMBURG-AMERIKA LINIE	On 2nd June.
CHINGSHING	HANGSANG	Brit. str.	—	V. Mooney	JARDINE, MATHESON & CO., LD.	On 5th June, at Noon.
SHANGHAI via SWATOW	DORTMUND	Ger. str.	k.w.	A. E. Sandbach	JARDINE, MATHESON & CO., LD.	To-morrow, at Daylight.
SHANGHAI, YOKOHAMA & KOBE	KLEIST	Ger. str.	—	Rud. Meyer	HAMBURG-AMERIKA LINIE	On 4th June.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SIAM	Lat. str.	—	—	MELCHERS & CO.	About 3rd June.
SHANGHAI, YOKOHAMA & KOBE	SABDINIA	Brit. str.	—	C. C. Talbot, R.M.S.	P. & O. S. N. Co.	About 5th June.
SHANGHAI, MOJO, KOBE & YOKOHAMA	ITHIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 8th June.
SHANGHAI, YOKOHAMA & KOBE	POLTHEHEIN	Frenc. str.	—	—	MESSAGERIES MARITIMES	On 8th June, at 5 p.m.
SHANGHAI, KOBE & YOKOHAMA	MANSANG	Brit. str.	—	M. B. Lake	JARDINE, MATHESON & CO., LD.	On 23rd June, at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJO	TOJIMARI	Dut. str.	—	de Brouwers	JAVA-CHINA-JAPAN LIGN	Quick despatch.
SHANGHAI, SWATOW & AMOY	JOSEPH MARU	Jap. str.	—	H. S. Smith	OSAKA SHOSHEN KAISHA	To-morrow, at 9 a.m.
FOOCHOW via SWATOW & AMOY	BUJUN MARU	Jap. str.	—	Ijichi	OSAKA SHOSHEN KAISHA	On 2nd June, at 10 a.m.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	Passmore	DOUGHERTY, LARBAIX & CO.	On 3rd June, at 11 a.m.
SWATOW & SHANGHAI	KIUKIANG	Brit. str.	1 m.	H. A. Wall	BUTTERFIELD & SWIRE	To-morrow, at Noon.
HOIHOW & HAIPHONG	HUPEN	Brit. str.	1 m.	Spink	BUTTERFIELD & SWIRE	On 2nd June, at 9 a.m.
MANILA	ZAPERO	Brit. str.	1 m.	Rodger	SHEWAN TOMES & CO.	On 2nd June, at Noon.
MANILA	TEAN	Brit. str.	2 m.	W. Outerbridge	BUTTERFIELD & SWIRE	On 2nd June, at 4 p.m.
MANILA	LOONGSANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & CO., LD.	On 5th June, at 4 p.m.
MANILA	RUEN	Brit. str.	—	R. Almond	SHEWAN TOMES & CO.	On 8th June, at Noon.
MANILA	BOENKO	Ger. str.	—	T. Meyrick	JARDINE, MATHESON & CO., LD.	On 12th June, at 4 p.m.
KUPAT & SANTIAKAW	MOYORI MARU	Jap. str.	—	F. Semblil	MELCHERS & CO.	About end of June.
BOMBAY via SINGAPORE & CELEBES	ISORIA	Ital. str.	—	J. Hands	NIPPON YUSEN KAISHA	On 5th June.
SINGAPORE, PENANG & CANTON	KUTSANG	Brit. str.	—	Belsite	CARLOWITZ & CO.	On 10th June, at Noon.
BATAVIA, CHERIBON, SAMARANG, &c.	TIJANAS	Dut. str.	—	Bradley	JARDINE, MATHESON & CO., LD.	To-day, at Noon.
				Pander	JAVA-CHINA-JAPAN LIGN	About 1st June.

## EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

## RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VIADIVOSTOCK.

## SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA & KOBE	"SLAM"	End of May.
MARSEILLES, HAYRE, COPEN- HAGEN and GOTHENBURG	"CANTON"	Beginning of June.
VIADIVOSTOCK	"CURONIA"	About 24th June.

For Further Particulars, apply to  
HONGKONG, 6th May, 1908.

MELCHERS & CO.,  
AGENTS.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

## PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS.	STAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO, and PORT SAID	Capt. N. Ohno Tons 6169 Capt. T. Murai Tons 6161	WED. DAY, 10th June, at Daylight WED. DAY, 24th June, at Daylight
VICTORIA, B.C. and SEATTLE, WASH. via SHANGHAI, MOJO, KOBE, YOKOHAMA, SHIMIDZU and YOKOHAMA	Capt. S. Ishikawa, Tons 6920 Capt. G. S. Lapraik, Tons 6301	TUESDAY, 9th June, at 4 p.m. TUESDAY, 23rd June, at 4 p.m.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	Capt. K. Homma, Tons 3917 Capt. T. Harrison, Tons 5539	FRIDAY, 12th June, at Noon FRIDAY, 10th July, at Noon
MOJO and KOBE	Capt. A. Mocker, Tons 4746	TUESDAY, 2nd June.
BOMBAY via SINGAPORE, and COLOMBO	Capt. J. Hands, Tons 3773	FRIDAY, 5th June.
NAGASAKI, KOBE and YOKOHAMA	Capt. T. Harrison, Tons 5539	WED. DAY, 10th June, at Noon.

\* Calling at Keelung.

† Cargo only.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada  
and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic  
Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama,  
1st and 2nd Class through Passengers have the option of travelling by Rail.  
For Further Information as to Freight, Passage, Sailings, &c., apply at the Company's  
Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,  
MANAGER. 36

Hongkong, 28th May, 1908

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJO, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
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* SHAWMUT	9,876	E. V. Roberts	On 6th June.
* TREMONT	9,876	T. W. Gardick	On 1st July.
* SUVERIC	6,232	W. Shotton	On 23rd July.
* KUMERIC	6,232	Cowley	On 19th August.

\* Steerage Passengers only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
CULINARY, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

\* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior  
Accommodation for First and Second Class Passengers. The large size of these vessels ensures  
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier  
in cold storage.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to—

DODWELL & CO., LIMITED.

GENERAL AGENTS.

QUEEN'S BUILDINGS.

Hongkong, 21st May, 1908.

## MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE

via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN

via SHANGHAI.

FOR

STEAMERS

TO SAIL.

SHANGHAI, KOBE & }

YOKOHAMA

MARSEILLES via PORTS

SHANGHAI, KOBE & }

YOKOHAMA

MARSEILLES via PORTS

SHANGHAI, KOBE & }

YOKOHAMA

For Further Particulars, apply to—

P. NALIN, ACTING AGENT.

Hongkong, 23rd May, 1908.

## VESSELS ON THE BERTH

JAVA-CHINA-JAPAN LIGN

FOR BATAVIA, CHERIBON,  
SAMARANG, SOERABAYA &  
MACASSAR.

Taking cargo to all ports in Netherlands  
on through Bill of Lading.

## THE Steamship

"TJIPANAS"

Capt. Pandor, will be despatched for the above  
ports on or about the 1st June.

For information as to Freight and Passage,  
apply to the

Head Agent of the  
JAVA-CHINA-JAPAN LIGN,  
York Buildings, 1st Floor.

Hongkong, 25th May, 1908.

THE AMERICAN AND ORIENTAL  
LINE.

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast.)

## THE Steamship

"OCEANO"

will be despatched for the above Port on or  
about THURSDAY, the 25th June.

For Freight apply to

ARNHOLD, KARBBERG &



PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR	STREAMERS	TO SAIL	REMARKS
LONDON via USUAL PORTS	DELTA	Noon, 30th May	See Special of Call.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SUMATRA	About 3rd June	Freight and Passage.
SHANGHAI, MOJI, KOBE, SARDINIA and YOKOHAMA	SARDINIA	About 5th June	Freight and Passage.

For further Particulars, apply to

F. J. ABBOTT,  
Acting Superintendent.

Hongkong, 27th May, 1908.

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STREAMERS	TO SAIL
SWATOW and SHANGHAI	"KIUKIANG"	On 31st May, Noon.
HUIHONG and HAIPHONG	"HUPPEH"	On 2nd June, 8 A.M.
MANILA	"TEAN"	On 2nd June, 4 P.M.
MANILA ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, ALEUTIC, WINSVILLE, CRISPANE, SYDNEY, with Transshipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.	"TSINAN"	On 15th June, 4 P.M.

MANILA STEAMERS &amp; TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—  
Hongkong, 30th May, 1908.BUTTERFIELD & SWIRE,  
AGENTS.

## INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STREAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Saturday, 30th May, Noon.
SHANGHAI via SWATOW	"HANGSANG"	Sunday, 31st May, D'light.
TIENTSIN	"CHIPSANG"	Friday, 5th June, Noon.
MANILA	"LOONGSANG"	Friday, 5th June, 4 P.M.
MANILA	"YUENSANG"	Friday, 12th June, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"NAMSANG"	Tuesday, 23rd June, Noon.

## RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUTSANG," "NAMSANG" and "FOOSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing stay of 5 to 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe, these vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to European Ports, Cebu, &amp; Tientsin.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,  
GENERAL MANAGERS.HAMBURG-AMERIKA LINIE  
HAMBURG.

## EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES  
via STRAITS and COLOMBO,  
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

## NEXT SAILINGS FROM HONGKONG:

## OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. DORTMUND	4th June
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. ISTRIA	8th June
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. SAXONIA	16th June
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. SILVIA	24th June
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. SLA OZIA	30th July

## HOMEWARD.

FOR MARSEILLES, ANTWERP, BREMEN & HAMBURG:	S.S. SITHONIA	2nd June
FOR HAVRE & HAMBURG:	S.S. SEGOVIA	8th June
FOR HAVRE & HAMBURG:	S.S. SCANDIA	15th June
FOR MARSEILLES, ROTTERDAM & HAMBURG:	S.S. BRISGAVIA	23rd June
FOR HAVRE & HAMBURG:	S.S. DORTMUND	12th July
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. ISTRIA	26th July
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. SAXONIA	9th Aug.

S.S. KOWLOON FOR TSINGTAU, NAGASAKI &amp; VLADIVOSTOCK On 2nd June.

For further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.NORDDEUTSCHER LLOYD. BREMEN  
IMPERIAL GERMAN MAIL  
LINES.

FOR	STREAMERS	TO SAIL
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"BUELOW"	Wed'ay, 3rd June, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"KLEIST"	About Wed'ay 3rd June.
MANILA, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE	"MANILA"	Thursday, 18th June, at 5 P.M.
KUDAT & SANDAKAN	"BORNEO"	About End of June.

For further Particulars apply to

NORDDEUTSCHER LLOYD,  
MELOHER & CO.,  
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 29th May, 1908.

## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMSUI via SWATOW	"JOSHIN MARU"	SUNDAY, 31st May, at 8 A.M.
AND AMOY	Capt. H. S. SMITH	
KOBE (DIRECT)	"BOSHU MARU"	MONDAY, 1st June, at 10 A.M.
POOCHOW via SWATOW	"BUJUN MARU"	TUESDAY, 2nd June, at 10 A.M.
AND AMOY	Capt. H. H. H.	

\* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabin Amidships. Unvalued Table &amp; Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 28th May, 1908.

T. ARIMA, Manager.

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CHARGEURS REUNIS,  
FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.  
ALL ROUND THE WORLD LINE.

OUTWARD via SUEZ:—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chinwangtao, (Peking Tientsin), Kobe, Yokohama.

GENOA to HONGKONG in 30 DAYS.

NAPLES to HONGKONG in 29 DAYS.

Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANSPACIFIC:—Victoria (B.C.) Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland

Passengers to Overland and Europe via Vancouver

YOKOHAMA to VANCOUVER 13 DAYS

YOKOHAMA to LONDON and PARIS 28 DAYS

HOMEWARD via MARELLAN STRAITS:—Mexico, River Plate, Brazil, La Pallice, Liverpool.

## PROPOSED SAILINGS:

AMIRAL MAGON	4th June	MALTE	12th Oct.
AMIRAL EXELMANS	25th July	CEYLAN	26th Nov.
OUSSANT	27th Aug.	CORSE	11th Jan. 09

\* No Passengers. \* Intermediate Class and Rates of Passage.

New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth Cabins. All Round the World Tickets by these boats.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,  
FRENCH MAIL OFFICE.

Hongkong, 9th May, 1908.

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CANADIAN PACIFIC RAILWAY  
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days Across the Pacific in the "EMPRESS LINE." Sailing 5 to 10 days Ocean Travel.

12 DAYS YOKOHAMA to VANCOUVER.

21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	Leave Hongkong	Arrive Vancouver
"EMPRESS OF CHINA"	6,000	THURSDAY, 4th June	22nd June
"EMPRESS OF INDIA"	6,000	THURSDAY, 18th June	4th July
"EMPRESS OF JAPAN"	6,000	THURSDAY, 18th June	17th July
"EMPRESS OF CANADA"	6,000	THURSDAY, 4th July	25th July
"EMPRESS OF AUSTRIA"	6,000	THURSDAY, 11th July	4th Aug.
"EMPRESS OF CHINA"	6,000	THURSDAY, 25th July	15th Aug.
"EMPRESS OF AUSTRIA"	6,000	THURSDAY, 8th Aug.	6th Sept.

\* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.

"EMPRESS" Steamers will depart from HONGKONG at 4 P.M.

S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPRESS" steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York \$71.10

Intermediate rate on Steamers \$20, and 1st Class rate on Sleeping Car while crossing the American Continent by Canadian, Pacific direct Line.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct Line.

A.M.S. "MONTEAGLE," carries intermediate Passengers only, at intermediate rates.

affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CHADDOCK, General Traffic Agent for China, Corner Pedder Street and Fraya, opposite Blake Pier.

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## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Hodger	Manila	On 30th May, Noon.
RUBI	2540	R. W. Almond	Manila	On 6th June, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 25th May, 1908.

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## HONGKONG-NEW YORK.

## AMERICAN ASIATIC STEAMSHIP COMPANY

FOR NEW YORK VIA PORTS AND  
SUEZ CANAL

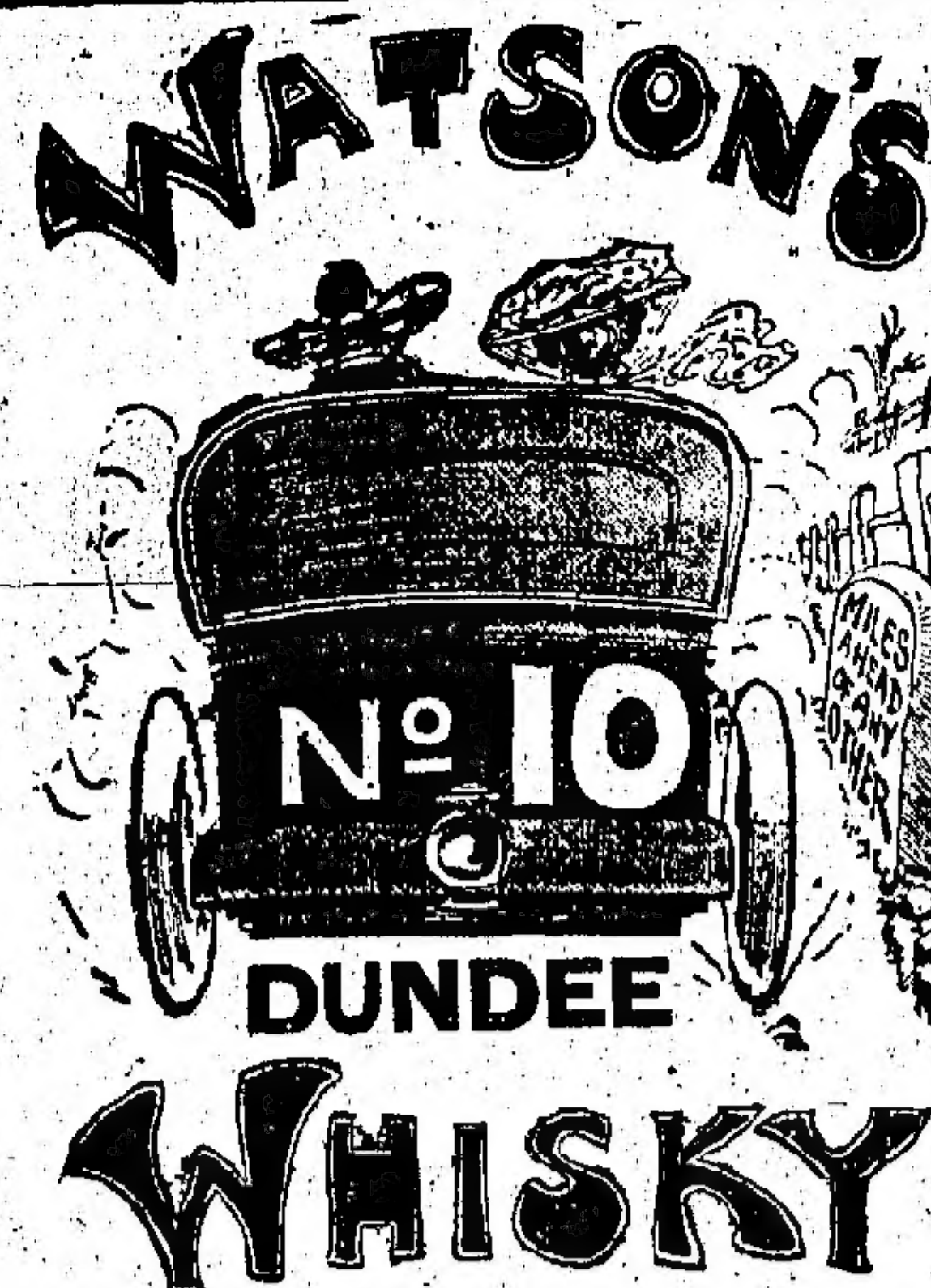
(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

For Freight and further information apply to

SHEWAN TOMES & CO.,  
GENERAL AGENTS.

Hongkong, 22nd May, 1908.

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Hong Kong Agents for  
Watson's Dundee Whisky (No. 10)—  
AGENTS:—SHEWAN, TOMES & CO., Hong Kong.

TO CONNOISSEURS

## "LOLITAS"

## AN EXQUISITE CIGAR

Of mild flavour and fine aroma, made from the

Finest Specially Selected

## MANILA TOBACCOS.

IN BOXES OF 50 \$5.50

SPECIALLY MANUFACTURED FOR

## A. S. WATSON &amp; CO.,

LIMITED.

ALEXANDRA BUILDINGS.

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## THOS. COOK &amp; SON,

ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, etc.  
TICKETS ISSUED TO ALL PARTS OF THE WORLD.BAGGAGE COLLECTED, SHIPPED AND FORWARDED AT LOWEST RATES.  
FOREIGN MONIES EXCHANGED.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED.

Full information on Application.

Head Office for the Far East:—  
16, DES VETUX ROAD,  
HONGKONG.Japan Office:—  
14, WATER STREET  
YOKOHAMA.

## Cutler, Palmer &amp; Co.'s

SPECIAL BLEND WHISKY.



SPECIAL BLEND WHISKY.

SHIPPERS  
Cutler, Palmer & Co., London.AGENTS  
SIEMSEN & CO.,  
HONGKONG.FOR EUROPE & AMERICA,  
INDIA, AUSTRALIA, &c.,  
and forPRIVATE RESIDENTS AT THE OUTPOSTS.  
A Comprehensive and Complete Record  
of theNEWS OF THE FAR EAST  
is given in the  
HONGKONG WEEKLY  
PRESS.with which is incorporated  
THE CHINESE-ENGLISH TRADE REPORT.  
Subscription, paid in advance, \$12 per  
annum. Postage \$2 to any part  
of the World.DAVID CORSE & SON'S  
MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
RELIANCE CROWN  
TAPPAULING  
ARNHOLD, KARBURG & CO.  
Sole Agents.

## NATAL LINE OF STEAMERS

THE Under-mentioned GENERAL AGENTS  
in CHINA and JAPAN for the above Line  
are prepared to issue THROUGH BILLS  
OF LADING for all the principal ports in  
SOUTH AFRICA, in connection with ISPO-  
CHINA STEAM NAVIGATION Co.'s fortnightly  
service hence to CALCUTTA. Sailings from  
CALCUTTA for CAPT. PORTS every fortnight.For Freight and further particulars,  
apply to  
DODWELL & CO., LIMITED  
General Agents for China and Japan  
Hongkong, 4th August, 1899.

## NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on  
sale daily at the following stores:—  
KOWLOON BOK S. P. L. Ferry Wharf.  
Messrs. H. RUFONJEE & SONS, Kow-  
loon Store No. 33, Elgin Road.  
Messrs. HUNG CHONG, Elgin Road.  
Mr. A. YAU, Hongkong Ferry Wharf Stall.

## APENTA

NATURAL APERIENT WATER.

Bottled at the Springs, Budapest, Hungary.

For continuous use by the Gouty, the  
Constipated, and the Obese.GOLD MEDAL,  
St. Louis, 1904.DOSE—A Wineglassful in the morning after  
Breakfast.



## POST OFFICE NOTICE

FOR	PER	DATE
Bangkok, Penang and Calcutta	Rajah	Saturday, 30th, 9.00 A.M.
Manila	Katanga	Saturday, 30th, 10.00 A.M.
	Zafiro	Saturday, 30th, 10.00 A.M.
<b>EUROPE, &amp;c., India via Tutuicori.</b> (Late Letters 11.00 A.M. to Noon Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Hakodate	Rumford	Saturday, 30th, 11.00 A.M.
Macao	Sui Tai	Saturday, 30th, 1.15 P.M.
Shanghai and Hongkong	Myrtle	Saturday, 30th, 3.00 P.M.
Amoy	Cheongchow	Saturday, 30th, 5.00 P.M.
Amoy	Lungwan	Saturday, 30th, 5.00 P.M.
Swatow and Shanghai	Hongkong	Saturday, 30th, 5.00 P.M.
Swatow, Amoy and Tamsui	Joachim	Saturday, 30th, 5.00 P.M.
Swatow and Shanghai	Kiuking	Sunday, 31st, 9.00 A.M.
Bangkok	Marceline	Sunday, 31st, 9.00 A.M.
<b>HOLOW and Haiphong.</b> Tuesday, 2nd, 8.00 A.M. Tuesday, 2nd, 10.00 A.M. Printed Matter and Samples Registration, 10.00 A.M. (Registration with late fee of 10 cents, up to 10.45 A.M.) Letters, 11.00 A.M. No late fee.		
Manila, Amoy and Poochow	Ten	Tuesday, 2nd, 3.00 P.M.
Swatow	Haiching	Wednesday, 3rd, 10.00 A.M.
<b>EUROPE, &amp;c., India via Tutuicori.</b> (Late Letters 11.00 A.M. to Noon Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Batavia, Cheribon, Samarang, Soerabaya and Macassar	Tjipanas	Wednesday, 3rd, 4.00 P.M.
<b>SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, YOKKAICHI, SHIMIZU, YOKOHAMA, HONOLULU and SAN FRANCISCO.</b> (Supplementary mail on board up to the time fixed for departure of the mail.) (Extra Postage 10 cents.)		
Tientsin	Chipsing	Friday, 5th, 11.00 A.M.
Manila	Loongang	Friday, 5th, 3.00 P.M.
Manila	Rubi	Saturday, 6th, 11.00 A.M.
Manila, Kobe, Yokkaichi, Yokohama, Victoria, and Seattle	Shawmut	Saturday, 6th, 11.00 A.M.
<b>EUROPE, &amp;c., India via Tutuicori.</b> (Late Letters 11.00 A.M. to Noon Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Keelung, Shanghai, Moji, Kobe, Yokkaichi, Shimizu, Yokohama, Victoria and Seattle	Iyo Maru	Tuesday, 5th, 3.00 P.M.
Singapore, Penang and Colombo	Kanagawa Maru	Tuesday, 5th, 5.00 P.M.
Singapore, Penang and Bombay	Isosaka	Wednesday, 10th, 11.00 A.M.
Nagasaki, Kobe and Yokohama	Nikko Maru	Wednesday, 10th, 11.00 A.M.
Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle	Yawata Maru	Friday, 12th, 11.00 A.M.
Kobe and Yokohama	Bingo Maru	Friday, 12th, 5.00 P.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle	Tsinan	Monday, 15th, 3.00 P.M.
Keelung, Shanghai, Nagasaki, Kobe, Yokkaichi, Shimizu, Yokohama, HONOLULU and SAN FRANCISCO.	Korea	Tuesday, 16th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail.) Extra Postage 10 cents.		
Manila, Friedrich Wilhelmshafen, Simpsonhafen, Herberstshafen, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle	Manila	Thursday, 18th, 4.00 P.M.

65 Mills for Canton, Wuchow and Samsui will be closed on week-day at 7.30 a.m. and at 6 p.m. until further notice.  
 66 A Mail for Macao is despatched per s.s. Sui An on week-days 7.15 a.m. on Sundays the mail for Macao is closed at 3 a.m.  
 67 Mails for NANTAO, and SUABU, are closed every week-day at 6 p.m.  
 68 Mails for KONGKONG, and KONGKONG, are closed every week-day at 5 p.m. On Sundays the mails are closed at 9 a.m.  
 \* No mails are despatched to these places on Saturday evenings, unless previously notified.

69 MONEY LETTERS.—The Post Office declines responsibility for unregistered letters containing bank notes or jewelry, and where registration has been neglected WILL MAKE NO REQUISITION on alleged losses of such (Postal Guide 121.)

70 Local Deliveries.—Separate boxes have been provided for posting Correspondence for the Town, Kowloon, and the Peak. The Boxes are under the Window at the East end of the Verandah in Queen's Road.

## EXTRACT FROM

## "THE LANCET"

28th FEBRUARY, 1908.

## REGARDING

## JOHNSTONE'S M.P. PURE MALT WHISKIES.

WILLIAM GRANT &amp; SONS, LTD., THE GLENFIDDICH DISTILLERY, DUFFTOWN, N.B.

"OUR ANALYSES of these WHISKIES indicate that the Statements made in regard to them are honest—that is to say, that they are PURE MALT WHISKIES distilled in the Pot Still. Moreover, the evidence of the palate is in favour of the statement that they are fully matured. The flavor, while malty and rich, is 'soft.' A feature in the analytical results was the amount of Ethere. The amount of Ethere represents a maximum quantity for Whisky. It may be remarked also that acidity of these Whiskies was practically nil. These Whiskies are well adapted for SPECIAL DIETETIC PURPOSES."

PER CASE ..... \$15.50.  
 OBTAINABLE AT THE WINE MERCHANTS.

H. RUTTONJEE &amp; SON.

WINE &amp; SPIRIT MERCHANTS.

## TO-DAY.

Annual Ordinary General Meeting of A. S. Watson & Co., Ltd., at Co.'s Office, noon.  
 Ordinary Annual Meeting of Watkin's Ltd., 2 p.m.  
 Public Inspection, s.s. "Tengo Maru," from 3 to 6 p.m.

## COMMERCIAL.

## EXCHANGE CLOSING QUOTATIONS.

On LONDON.	May 29th.
Telegraphic Transfer	100.00
Bank Bills, on demand	100.00
Bank Bills, at 30 days sight	100.00
Bank Bills, at 4 months sight	100.00
Credits, at 4 months sight	100.00
Documentary Bills, at 4 months sight	100.00
ON PARIS.	
Bank Bills, on demand	234
Credits, at 4 months sight	234
ON GERMANY.	
Bank Bills, on demand	182
Credits, at 4 months sight	182
ON NEW YORK.	
Bank Bills, on demand	43
Credits, at 60 days sight	44
ON BOMBAY.	
Telegraphic Transfer	134
Bank, on demand	134
ON CALCUTTA.	
Telegraphic Transfer	134
Bank, on demand	134
ON SHANGHAI.	
Bank, at sight	74
Private, 30 days sight	74
ON YOKOHAMA.	
Bank, on demand	74
ON MANILA.	
Bank, on demand	74
ON SINGAPORE.	
Bank, on demand	74
ON BATAVIA.	
Bank, on demand	74
ON HONGKONG.	
Bank, on demand	74
ON SINGAPORE.	
Bank, on demand	74
ON BANGKOK.	
Bank, on demand	74
SOVEREIGNS, Bank's Buying Rate	\$11.00
GOLD LEAF, 100 fine, per tael	\$57.80
BAR SILVER, per oz.	24

Chinese	20 cents pieces	per cent.
Hongkong	10	8.55
"	10	7.40
"	10	7.95

## VESSELS EXPECTED.

**THE GERMAN MAIL.**  
 The I.G.M. str. *Manila* left Manila on Tuesday, the 26th inst. at noon, and may be expected here to-day a.m.  
 The I.G.M. str. *Buclos* left Kobe via Nagasaki and Shanghai on Sunday, the 24th inst. p.m., and may be expected here on or about Monday the 1st prox.  
 The I.G.M. str. *Kiel* carrying the German Mails with dates from Berlin of the 5th inst. left Singapore on Friday, 29th inst. at 9 a.m., and may be expected here on or about Tuesday, the 2nd prox.  
**THE INDIAN MAIL.**  
 The Indo-China str. *Lalanga* from Calcutta and the Straits left Singapore for this port on 25th inst., and is due here to-day.  
**THE AMERICAN MAIL.**  
 The P.M. str. *Korea* will sail from Yokohama on the 27th inst., and will be due to arrive in this port on 6th prox.  
**THE CANADIAN MAIL.**  
 The C.P.R. str. *Empress of India* left Vancouver on Wednesday, the 18th inst. a.m. for Hongkong via the usual ports of call.  
**MERCHANT STEAMERS.**  
 The Swedish str. *Canlon* left Kobe via Shanghai on Saturday morning, the 23rd inst., and may be expected here to-day.  
 The N.Y.K. str. *Yamato* (American Line) left Shanghai for this port on the 28th inst., and is expected here to-morrow.  
 The J.C.P. str. *Life* str. *Tjipanas* from Amoy may be expected here on or about 1st prox.  
 The Danish str. *Siam* left Singapore on Tuesday morning, the 26th inst., and may be expected here on or about the 1st prox. at noon.  
 The H.A.L. str. *Dortmund* left Singapore on the 26th inst. at noon, and may be expected here on the 2nd prox. a.m.  
 The N.Y.K. str. *Myori* (Bosnia Line) left Kobe for this port via Moji on the 27th inst., and is expected here on the 4th prox.  
 The N.Y.K. str. *Nikko* (Australian Line) left Thursday Island for this port via Manila on the 28th inst., and is expected here on the 8th prox.  
 The C.P.R. str. *Lemna* left Vancouver p.m. on Tuesday, the 5th inst. for Hongkong in the usual ports of call.

## PASSENGERS.

**ARRIVED.**  
 Per *Della*, for Hongkong, from Yokohama, Mr. W. H. Dimdale, from Kobe; Mr. C. von Hammerstein, from Shanghai; Mr. and Mrs. O. Read and infant; Mr. and Mrs. Jungball, Mrs. King, Misses M. K. Taylor, Petty and N. Crompton, Capt. T. J. Eldridge, Lt. Brunsburg, Messrs. W. Pennell, St. Fiemann, J. McArthur, E. Hallows, A. L. Shields, U. E. Finnie and K. J. Williams; for Singapore, from Yokohama, Hon. I. S. Baker; from Shanghai, Messrs. A. Bennett, H. B. Conterdine and K. Gattner; for Penang, from Yokohama, Mr. Morgan; for Bombay, from Shanghai, Sir and Lady Cowley-John and servant, Mr. and Miss Cowley-John; for Malacca, from Shanghai, Messrs. H. D. Law and C. A. W. Krong; for London, from Yokohama, Mr. and Miss J. K. Sloan, and Mr. L. Peck.

## ON SALE.

**A TABLE OF THE RATES OF EXCHANGE AT HONGKONG FOR DEMAND DRAFTS ON BOMBAY**  
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## JOINT STOCK SHARES.

Hongkong, May 29th.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	Pa. 200	Nominal.
Banks—		
Hongkong & Shanghai	\$125	\$70, buyers
National B. of China	26	\$51, buyers
Bank of Communications	125	\$7, sellers
China-Borneo Co.	12	\$11, sellers
China Light & P. Co.	1	\$7, buyers
China President	10	\$9, buyers
Cotton Mills—		
Hongkong	Tls. 50	Tls. 58
International	Tls. 75	Tls. 63
Laon Kung Mow	Tls. 100	Tls. 77
Soychew	Tls. 500	Tls. 220
Dairy Farm	60	\$10, sales
Locks and Wharves—		
H. & K. Wharf & G.	\$50	\$81, sellers
H. & W. Dock	\$50	\$103, buyers
New Amoy Dock	\$50	\$94, buyers
Shanghai Dock	Tls. 100	Tls. 87
Shai & H. Wharf	Tls. 100	Tls. 224
Fenwick & Co., Geo.	225	\$13, sellers
Green Island Cement	10	\$104, sellers
Hongkong & S. Gns.	210	\$176, sales & b.
Hongkong Electric	\$10	\$14, sales & b.
Hongkong Hotel Co.	\$50	\$95, sellers
Hongkong Ice Co.	225	\$225, sales & b.
H.K. Milling Co., Ltd.	100	Nominal.
In Liquidation	\$10	\$20, sales & buy.
Hongkong Rope Co.	10	\$10, sales & buy.
Insurance—		
Canton	\$50	\$235, sellers
China	\$20	\$88, sales
China Trade	\$20	\$88, buyers
Hongkong Fire	\$50	\$116, buyers
North China	25	Tls. 78, sellers
Union	\$100	\$785, sales & sol.
Yangtze	\$50	\$147
Land and Building—		
Hongkong Land Inv.	\$100	\$96, sales
Humphreys' Estate	\$10	\$10, buyers
Kowloon Land & B.	\$30	\$28, sales
Shanghai Land	Tls. 50	Tls. 116
West Point Building	\$50	\$46, buyers
Mining—		
Charbonnages	Fcs. 250	\$500, buyers
Raubs	18/10	\$8, sales & sol.
Peak Tramways	\$10	\$14, sellers
Philippine Co.	\$10	\$5, sellers
Refineries—		
China Sugar	\$100	\$135, sales & b.
Lucan Sugar	\$100	\$22
Steamship Companies—		
China and Japan	\$25	\$16, sellers
Donkey Steamship	\$50	\$46
H. Canton & M.	\$15	\$284, buyers
Indo-China S.N. Co.	25	\$138
Shell Transport Co.	\$1	45/- sales & sol.
Star Ferry	\$10	\$15, x.d.
Do, New	\$5	\$15, x.d.
South China M. Port.	\$25	\$23, buyers
Steam Laundry Co.	\$5	\$0, sellers
Stores & Dispensaries	\$10	\$15
Campbell, M. & Co.	\$10	\$54, buyers
Powell & Co., Wm.	\$10	\$1, buyers
Watson & Co., A. S.	\$10	\$10
Weissmann & Co.	\$100	\$105
United Arabes	\$4	\$12, buyers
Do, Foundries	\$10	\$120, buyers
Union Waterboat Co.	\$10	\$14, buyers

## VERNON &amp; SMYTH.

## OPIUM.

Quotations are—	May 29th
Malwa New	... \$880 per picul.
Malwa Old	... \$1000
Malwa V. Old	... \$1070
Persian fine quality	... \$900
Persian extra fine	... \$880
Malwa New	... \$1180 per chest.
Malwa Old	... \$1130
Bombay New	... \$1130
Bombay Old	... \$1130

## HONGKONG TIDE TABLE.

From May 30th to 6th June, 1908.

High Water	Low Water
Mean Time	Mean Time
Hour	Hour
Min.	Min.
Sat. 30	5. 10
Sun. 31	4. 10
Mon. 1	3. 10
Tues. 2	2. 10
Wed. 3	1. 10
Thurs. 4	12. 10
Fri. 5	11. 10

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 29th.

Barometer	Therm. (Wetbulb)	Therm. (Drybulb)
29.55	29.68	29.44
50	57	50
65	55	65
W. Force	2	1
Wind Direction	W	E
Rain	0	0

Highest open air Temperature on 29th, 73°; Lowest open air Temperature on 29th, 53°.

## MESSRS. FALCONER &amp; CO'S REGISTER.

Barometer	Therm. (Wetbulb)	Therm. (Drybulb)
29.55	29.68	29.44
50	57	50
65	55	65
W. Force	2	1
Wind Direction	W	E
Rain	0	0

Highest open air Temperature on 29th, 73°; Lowest open air Temperature on 29th, 53°.

## STEAMERS PASSED THE CANAL.

May 6th	Nippon, Bellerophon, Palma, Kotsuwa, Valencia, 9th—Ajoa, Sardinia, Kintaku, Tourane, 13th—Bavaria, Montrose, 16th—Benmore, Polynesia, Bino, Maru, P. L. Laidlaw, Antiochia, Nereus, Franky, Asyada, Belgavia, Glenstrae, Fehawer, Scheykhi, 23rd—Athena, Anteng, Armand, Edie, Lomonos, Promethea, Seneca, Noctra, Indrapra, Teakora, Jaxon, Lohian, 27th—Bendia, Samia, Pathan, Pera,
---------	--



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## SHIPS AND SHIPPING.

The following notes are from the Daily Telegraph:—  
Past experience proves that there is no such thing as finality in the size of ships. Consequently, when people talk about a steamer 1,000ft long, they are speaking of something which is quite within the range of probability. But there is no particular virtue in the length just named, and it is impossible to suppose that there is no stopping-place between the new Canadars, which are just under 800ft, and a vessel which shall be at least 2,000ft longer. Steamers do not increase in length, especially at their present stage, by jumps of 200ft. For these reasons there need be no surprise that the White Star Line denies the report, which has been going round, that it is going to build even one 1,000ft steamer immediately. It is contemplating the construction of a very large vessel, and she will probably be called the Olympic, but some time may elapse before the order is given out.

Reduced to their proper properties, the facts seem to be that the White Star is going to build a bigger vessel, than the Adriatic for its Southampton New York service, but that she will not have the extreme length suggested. We must, therefore, wait a while for the 1,000ft ship, although Lord Pirrie is quite ready to produce her. It is common knowledge, indeed, that Messrs. Harland and Wolff have been preparing hulls which will enable vessels considerably longer than their hitherto constructed to be turned out. One of these hulls has always been assigned by rumour to a White Star boat, and another to a big ship, intended to be called the Europa, which was to be built for the Hamburg-American Line. But Herr Ballin decided, in the present state of the North Atlantic passenger traffic, not to proceed with his Leviathan. It may be that the same consideration has also to some extent influenced the White Star Line.

These big hulls in the Belfast yard are not the only things which point to the eventual production of the 1,000ft ship. Certain works are proceeding at Southampton in connection with the new dock which clearly anticipates the advent of vessels of that length. Probably before such a ship actually appears there will be accommodation for her and others of the same class at the Hampshire port. Southampton therefore is looking ahead, as it ought to do. Although there is no immediate prospect that these favourite steamers, the Majestic and the Teutonic, will be superseded in the Southampton New York service, it must eventually be their fate to give place to much larger vessels, and quite possibly to steamers whose propelling power will be derived from a combination of the turbines and the reciprocating engines.

Entire relations of the White Star Line with Canada are the subject of a whole crop of rumours. According to one account, the two Dominion liners "Alberta" and "Albany" are now building at Belfast, and are to be put on the Canadian route next spring, in conjunction with a couple of White Star liners, and are to give a service alternately from Liverpool and Southampton. The suggestion is that the new service represents an arrangement which has been made with the Grand Trunk Railway of Canada, which is understood always to have envied the Canadian Pacific Railway Company its service of swift Atlantic steamers. But whatever these reports may be, it is clear that the Canadian Pacific Company has no intention of being left out in the cold. Sir Thomas Shaughnessy, its president, is expected here this week, in order to consult with the Imperial Government respecting the future of the company's sea service. The Canadian Pacific, as is well known, is ready to build still faster and larger liners, not only for the service between Liverpool and Canada, but for that between Vancouver and the Far East. In short, Sir Thomas Shaughnessy's visit is that the Canadian Pacific route is the only All-Red route worth talking about.

Peninsular and Oriental steamers have black hulls with a white ribband, but the newest addition to the company's fleet, the "Salsette," is to be painted white, for the reason that she is to be entirely employed in the tropics. It will be her business to run between Aden and Bombay. It is well known that a white as distinguished from a black hull will make all the difference to the temperature of the interior of a ship. The wonder is, therefore, not that the "Salsette" is to be painted white, but that all passenger steamers which trade to tropical countries have not long since adopted similar measures. It is curious how tradition operates in these matters. It was for instance, some sixty years after the inception of the Royal Mail Steam Packet Company that the desirability of painting the hulls of the steamers a light colour was officially recognised.

Under the Port of London Bill, as introduced by Mr. Lloyd George, the new authority will have nothing whatever to do with the lighting of the River Thames. That work will be left in the hands of Trinity House, notwithstanding that the Bill stands, therefore, the shipowners of London will continue to occupy a more favourable position than those of the Mersey, for instance, for the reason that the cost of lighting the port will still fall on the general light-house fund, whereas Liverpool will pay for its own lights. This aspect of the case has not escaped the notice of the Shipowners' Parliamentary Committee, which has passed a resolution declaring that, in accordance with the practice followed at other large ports, and the port authority for London should control, and be responsible for the cost of the light-house service of the port. An effort is to be made to give effect to the resolution by securing an amendment of the Government's bill. But the opposition of London shipowners has to be reckoned with.

Two big craft of an unusual type have lately paid their first visit to the Thames. They are the steamer "Iroquois" and the barge "Navaho," which between them brought across from New York on their maiden voyage two enormous cargoes of bulk oil. The two vessels are pretty much identical in size and carrying capacity, but the "Iroquois" supplies the motive power for both, towing the "Navaho" at a respectful distance. The last-mentioned vessel is the largest ocean-going oil barge in the world, if the term "barge" can be applied to a boat 450ft long, with half a dozen masts, electric lighting, wireless telegraphy, and other important equipments. It took the two vessels some seventeen days to get across from New York to the Thames, the "Navaho" helping as far as the cold with her sails. The two ships came no great distance up the Thames, otherwise the London public would probably have displayed a considerable amount of interest in them.

The new Allan liner "Hesperian," which has just made her trial trip, attained a mean speed of 16½ knots over the measured mile at 1,000 tons. The "Hesperian," which is a twin-screw steamer of 10,000 tons, is a sister ship to the "Grapeland," but possesses a number of improvements, principally in the internal fittings. The

passenger accommodation, especially the third class, represents a great advance. The "Grapeland," "Hesperian," "Ionian," and "Protector" are to be employed in the Glasgow section of the Allan Line, supplementing the mail services from Liverpool, in which the turbines Victorian and Virginian, and the twin-screw steamers "Corsican" and "Tunisian," are engaged. The "Hesperian" and the "Grapeland" are intended to maintain a sea speed that will enable the passage between Glasgow and Quebec to be made in less than a week.

Southampton is by no means satisfied with being chosen as a torpedo base by the Admiralty. Its latest ambition is apparently to become a great entrepot for the coffee trade, and to attract to Southampton a share of the large business in that article which now goes to Hamburg. The proprietors of the docks and the managers of the Royal Mail Steam Packet Company have had the matter under discussion, and it is stated that provision had been made for storing in the dock warehouses a million bags of coffee, with more accommodation to follow as required. Every one will wish well to the effort, because, while Southampton has made remarkable progress as a passenger port, it has rather lagged behind as a centre for the importation and distribution of foreign produce on an extensive scale. If this endeavour should succeed it obviously opens up considerable possibilities in respect of other articles besides coffee.

It is worth noting that once again an American Ship Subsidy Bill has come to grief, notwithstanding the persistent contention of the shipbuilders and shipowners of the United States that some such legislation is required to secure the re-establishment of the foreign-going mercantile marine. In its way the bill which is now to be dropped was a mild experiment. It proposed to give a trade of about £8 0/00 per annum for the encouragement of ocean mail services. But public opinion in America has apparently still to be convinced that it is only by means of subsidies that the United States flag can be developed. People in the middle States, in particular, do not see why they should pay shipping subsidies when they can get their produce carried cheaply enough under foreign flags.

## THE FOREIGN MERCHANT IN JAPAN.

The Times correspondent at Tokyo wrote on April 6th:—  
The future of the foreign merchant in Japan is a topic of interesting comment at a recent meeting of the Yokohama Foreign Board of Trade. It may be remarked *in passant* that within the past two years the residents of Japan's premier settlement have begun to display a greatly increased measure of public spirit, mainly through the medium of a newly-organized Board of Trade, which not only interests itself actively in all matters of general concern, but has also obtained official recognition as the representative of the foreign residents in municipal matters. Long noticeable had been the fact that the foreign community adopted a laissez-faire demure towards public affairs, and that, while complaints were often formulated and suggestions advanced by correspondents of the local newspapers, the isolated character of these utterances and their frequently intemperate tone deprived them of the value they might otherwise have possessed. This state of things has been remedied by the establishment of the Foreign Board of Trade, which includes all nationalities among its members, and, in addition to unique value as an investigator and exponent of trade conditions, has established friendly and intimate relations with the Japanese Government so that the latter welcomes and profits not a little by the board's reports and representations.

NATIVE RIVALRY.  
Last July The Times published in its Financial and Commercial Supplement an article from me, discussing the future of the foreign merchant in Japan, and arriving at the conclusion that his home time great share in the country's overseas commerce is in process of gradual diminution, owing to very active intrusion on the part of the Japanese middleman, who, not unnaturally, counts that he cannot do his country's business without alien aid. It was pointed out that this desire for independence and national methods which, though essential from the foreign merchant's point of view, were irksome to the Japanese—first, as being based on an assumption of native untrustworthiness, and secondly, as offering opportunities occasionally utilized by foreigners more shrewd than scrupulous. Unfortunately this analysis was read as reflecting upon the ability and morality of the British merchant in particular—on his ability because he allowed his morality to be abused by grasping and dishonest circumstances. As a matter of fact, the British merchant was not even referred to directly from the beginning to the end of the article, and equally, as a matter of fact, the British merchant, throughout the history of Yokohama, has never been connected with the irregularities referred to. It may be said with strict truth that the general average of commercial morality is higher among the foreign residents of Yokohama than among any community elsewhere of similar size, and especially among those of similar size and so-called. But it may be said in reply that this is not in my opinion based on over 40 years' experience, it is also a conviction which I have known to be prevalent among the Japanese—that, speaking broadly, the British merchant stands in a class by himself, just as the British Judge does. In point of straight fair dealing, other nationalities contrast rather than compare with him, presuming, of course, that this applies to the general level, not to the numerous exceptions elevated above it. By the British merchant, too, were laid the foundations of Japan's foreign commerce in the Meiji era, and by him has been built a large part of the fine edifice now standing thereon. Yet there is no doubt that he and his able confederates of other nationalities are gradually losing the paramount position they once occupied in that commerce. Their native rival is displacing them. Whether in the last resort, however, room will not remain for them is a question which the events of the past few months have helped to answer. It has always to be remembered that if the percentage of the foreigner's share in the trade is growing smaller, the volume of the trade itself increases in a much greater ratio. To monopolize a business of a hundred million yen is five times as insignificant an operation as to do one-half of a trade of a thousand millions. Hence, though the foreign middleman has to be content with a diminishing proportion, with remains to him is great by contrast with what preceded, and there is, moreover, the well-founded hope that his conspicuous business ability will in the meanwhile discover new opportunities of profitable usefulness.

THE NEED FOR FOREIGN CAPITAL.  
These features have been recognized from the first. But recent experiences have intensified another aspect of the problem. Can Japan afford to dispense with the resident foreign merchant in his role of capitalist? Can she, in the

absence of his co-operation, finance her overseas commerce without detriment to her development in other directions? Capital is her great want. She has not enough to go round. In Hokkaido, in Saghalien, in Korea, in Manchuria, and in Formosa, to say nothing of the home islands, great opportunities lie fallow for want of funds to cultivate them; and if, in the presence of this urgency, she is relieved from the pressure of having to finance for foreign commerce, she ought to welcome and foster the relief instead of obeying a sentimental inclination to become independent of it. This phase of the question was eloquently represented at the recent meeting of the Yokohama Foreign Board of Trade by the chairman, Mr. C. V. S. I., who enjoys the reputation of being among the very ablest and most far-seeing merchants in the East. One passage of his long and admirable speech may be quoted:—

The temporary excesses of floating capital, first due to the indemnity secured from China in 1895 and later to the foreign war loans had to find some occupation, and were used to give support to the efforts to capture external trade. Now that internal requirements are absorbing so much money, the Japanese capitalist finds a higher return within the country, and the Japanese banker begins to see the uselessness of sacrificing this more profitable business for the sake of import or export traders whose means are often too scanty to stand the inevitable risks of falling markets. Of course, once long-established as well-managed Japanese houses will always remain in the trade, but such firms have suffered greatly with ourselves from the mushroom-like nature of so many recently established concerns. Slowly but surely the difficulties of procuring foreign capital for purely internal affairs, improvements, and industries are being recognized. On the other hand it is gradually being appreciated that the large sum necessary for carrying on external trade, for as really is the case—bringing the markets of the world to the gateways of Japan, can always be provided by the foreign merchant, who only sees an opportunity, a just and moderate profit for the actual services rendered. In fact there is no other way in which the much-needed foreign capital can be secured so automatically, so plentifully, and to such good purpose; setting free Japanese capital for use in the field of much-needed internal development where the immediate results are more profitable and at the same time of permanent and ever fruitifying benefit to the nation at large.

What has chiefly given pace to the activity of the Japanese "direct trader"—as he is called when he seeks to dispense with the aid of the resident foreigners—is that last year he had to face constantly falling markets, so that he finds himself now carrying large stocks which cannot be realized without loss. These stocks are not so great as they were in the previous period of depression, seven or eight years ago, but they are quite sufficient to suggest that the co-operation of the foreign merchant and the foreign banker is desirable and very comforting.

TRADE BETWEEN THE EAST AND WESTERN NATIONS.  
Another feature of Mr. Sals's speech which elicited applause from his audience of experienced business men was a protest against the now too prevalent habit of denouncing all Japanese commercial expansion as a menace to the commerce of Western nations, and against the growth of a disposition to associate it with unfair competitive devices. In the matter of mere volume, every pound sterling added to Japan's exports during the past decade was met by 28 pounds sterling added to the exports of each of the three great trading nations of the Occident (England, the United States and Germany); and if we turn to imports, we find that Japan's purchases from Europe in 1907 amounted to 10½ millions sterling, against 9½ millions in 1897, while from America her purchases in the same years were 8½ millions and 12½ millions respectively. If, then, Japan is expanding commercially, she is, at the same time, contributing her full share to the expansion of Western nations. On the other hand, it is not to be denied that, flitting hither and thither, she has been occasionally tempted to employ devices which, while of doubtful commercial value, furnish material to her critics. Tariffs and steamship subsidies, being commonly resorted to, to the world over, do not justify condemnation, but certain banks, owing to their connection with the Treasury, have been enabled to finance the exports of Japanese merchants at exceptionally low rates of interest. This practice had its origin in Japan's currency needs. Twenty-six years ago, when she was compelled to face the difficult problem of amassing a specie reserve for the redemption of hard-money payments, her only available resource was to buy expensive bills with bank-notes at a discount, and to receive payment in cash abroad. With that object the Treasury placed cheap funds at the disposal of the two principal banks, and the practice continued after its immediate necessity had disappeared. It helped "die exporters," and put a weapon into the hands of Japan's critics. But, for the rest, there are no solid grounds to bring charges against her, and it is matter for surprise as well as humiliation to read the hysterical outcry raised by some newspaper correspondents and publicists. Nothing could betray a more nervous timidity or less of the justice-loving self-reliant spirit which Englishmen aspire to be guided by, Japan must play her hand for all that it is worth, but she does not use false cards, or ask for anything beyond a fair field, which she is in any entirely willing to concede to others.

## THE YALU FORESTRY.

The negotiations for the China-Japanese exploitation of the forests on the Manchurian side of the Yalu valley, as foreshadowed in the Peking treaty of December, 1904, have been concluded and the agreement was expected to be signed on May 13 or 14. The area of operations is divided in two districts. The first district extends from Macao-shan on the right bank of the main stream of the Yalu to Ershih-shan, i.e., covering over sixty li from the Yalu basin. The China-Japanese Joint Company engages in full operations in this district. The second district consists of the Yalu valley outside the first district and the Han-na basin. In the latter district timber operations are to be conducted in accordance with the established usage. This means that old native operators are to be allowed to continue their work with the funds to be advanced by the Company, and provided they sell their timber to the Company. The term of agreement is for twenty-five years and may be renewed by mutual agreement.

The capital is ¥ 3,000,000 which is to be equally shared by Japan and China. As to the personnel, the Eastern Frontier Taotai of China is to be Director-General of Japanese and Chinese Managing Directors. The head office is to be established in Antung. The branch office is to be inaugurated in three months after the settlement of the regulations by Chinese and Japanese Commissioners, who

meet at Mukden one month after the conclusion of the agreement. The royalty to China will be five per cent of the net proceeds and the lumber tax will not exceed the rate operative in the different regions. The operations are to be conducted with China-Japanese official funds for one year, after which they are to be transferred to a perspective private concern.

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